F1 SHOCK Leclerc beats Max at Red Bull Ring!

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

14 JULY 2022

Ferrari hits back on Red Bull's home ground

Leclerc passes Verstappen 3 times *and* copes with throttle problem to win in Austria

'I needed that one'

CHARLES LECLERC

38 points behind

11 races to go

PLUS Sportscar drama Peugeot returns but Alpine beats Toyota after clash

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Leclerc and Ferrari win a surprisingly good Austrian GP

Autosport didn't have high hopes of an exciting event at the Red Bull Ring heading into last weekend. Max Verstappen and Red Bull have been impressive around the Austrian track in recent years, and the straightline speed of the RB18 raised fears of a processional race and dominant victory for the reigning champion. But we were wrong.

As Matt Kew shows in our report on page 16, some of Ferrari's 2022 weaknesses were still apparent in the Austrian Grand Prix but the F1-75 excelled on two crucial elements: race pace and tyre preservation. Charles Leclerc, one of the undoubted stars of the season, was also brilliant once again and his first pass on Verstappen was impressive. He'll need some more races like that — and no more Ferrari blunders — to chip away at the 38-point gap in the standings.

If the Austrian GP itself provided more action than we expected, some of what happened away from the track gave serious cause for concern. The behaviour of some of the 'fans' was unacceptable and F1 needs to move decisively to stamp it out (p7).

On a more positive note, Robert Wickens has made a remarkable recovery from the terrible injuries he sustained at Pocono in 2018. He talks to Charles Bradley about how he's started winning again on p48.

The World Endurance Hypercar era stepped up a notch at Monza, with the arrival of Peugeot and best showing yet by Glickenhaus. Gary Watkins was there to see the grandfathered LMP1-based Alpine defeat Toyota in a dramatic and controversial encounter (p34).

Kevin Turner
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NEXT WEEK 21 JULY

Perez at Red Bull

Red Bull's number two, WRC, Formula E and IndyCar all feature in our next issue

Have your say, get in touch

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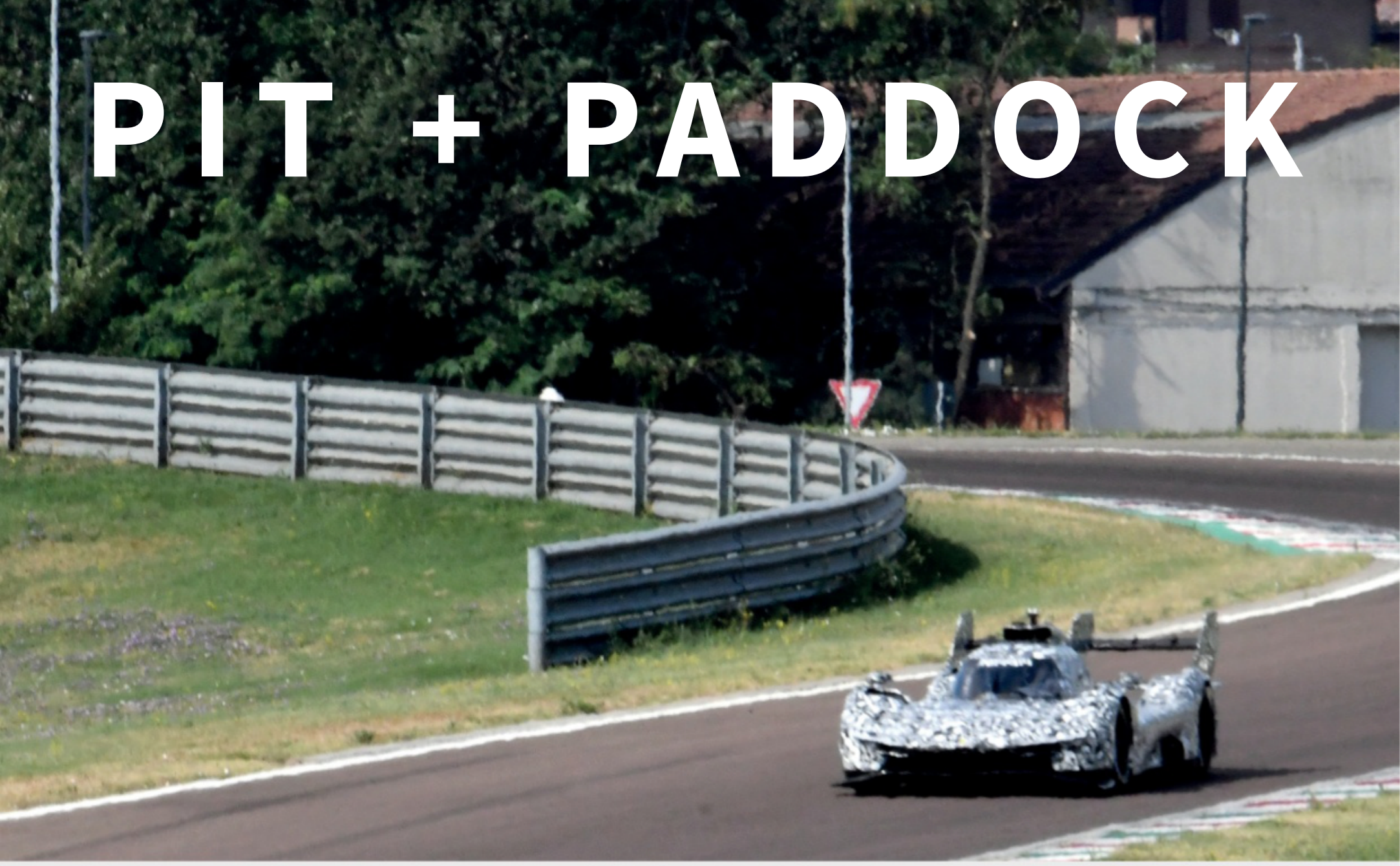


New Ferrari Le Mans contender takes to track in Fiorano test

WORLD ENDURANCE CHAMPIONSHIP

Ferrari's new Le Mans Hypercar took to the track for the first time last week as the Italian manufacturer gears up for its momentous return to top-flight sportscar racing as a factory effort next year. The new contender completed three days of running at Fiorano in what was billed as a shakedown.

The initial laps in the new hybrid prototype were turned by long-time Ferrari driver Alessandro Pier Guidi on Wednesday. Three other drivers from its GT roster took the controls of the car, which was running in a camouflage livery, before the end of the final day on Friday.

Pier Guidi had the honour of turning the first laps

JEP/MOTORSPORT IMAGES

Two-time WEC GTE Pro champion Pier Guidi described the first run in the car developed in house at Ferrari within its Attivita Sportive GT department "as a big thrill after so many months in the simulator". "We are only at the start, and much work is ahead of us, but it feels very positive," said the Italian. "I am proud and happy to have debuted the LMH, marking the beginning of a new adventure for Ferrari."

Ferrari sportscar racing boss Antonella Coletta called the first run of the car "an exciting moment eagerly awaited both by the people who worked on this project and Ferrari fans. We are proud of what we have achieved and, although the LMH's masking during testing hides the car's volumes [shape] and styling, I think it is undeniably recognisable as a Ferrari."

Coletta added that "at the moment feedback is very positive" from the drivers.

The first images, spy shots taken on Wednesday and then a single official photo put out later, show that Ferrari has taken advantage of a rulebook that allows styling inputs into the car with a distinctive rear-wing set-up. Coletta also alluded to the nose of the car, describing it as "very iconic", at last weekend's Monza WEC round.

No technical details of the car, including the internal-combustion element of its powertrain, have been disclosed so far. Coletta pointed out that the specification of the LMH could change between now and its homologation ahead of its race debut at the Sebring 1000 Miles WEC opener next March. He suggested that any technical announcement would be much later in the year.

Testing will move to a proper race track within "15 to 20 days", according to Coletta. A decision will be made on the timing, he explained, after "we see all the data and understand the car better". He promised a "very hard programme" of testing and development over the second half of this year as Ferrari prepares for its two-car 2023 WEC assault in conjunction with long-term partner AF Corse. He didn't rule out further running at Fiorano in the lead-up to that.

No mileage figure was released by Ferrari for the test: it was described by a spokesman as a typical shakedown with multiple in and out-laps and long periods in the pits. It has been confirmed, however, that Nicklas Nielsen shared driving duties with Pier Guidi on Wednesday and Thursday before Andrea Bertolini and Davide Rigon took over testing of the LMH on Friday.

Coletta has outlined a desire to choose the six drivers who will race the LMH in the WEC next year from its GT regulars. "We prefer to choose from our existing line-up;

Ferrari ran for three days in test last week

CAVAZZA/MOTORSPORT IMAGES

this is our dream, but I don't have the final answer," he said. "Honestly if our drivers are competitive and strong [during testing of the LMH], then why do we need to change? I prefer to race with drivers from our family."

Ferrari has eight front-line GT drivers plus veteran Bertolini, who has a wide-ranging development role at Ferrari that includes working in the Formula 1 simulator. They are Pier Guidi, Nielsen, Rigon, James Calado, Miguel Molina, Antonio Fuoco, Alessio Rovera and Daniel Serra.

Rigon and Fuoco have dual roles with Ferrari: they are also part of the F1 set-up with simulator-focused roles. The Ferrari GT roster is completed by Giancarlo Fisichella, Olivier Beretta and Toni Vilander, who combine driving duties with acting as ambassadors for the marque.

GARY WATKINS

P34 MONZA WEC ACTION

...while Cadillac gets going with shakedown in the States

WEC/IMSA

Bamber (left) and Lynn tipped as WEC line-up

LEVITT/MOTORSPORT IMAGES

While the new Ferrari was on track at Fiorano, the Cadillac LMDh hybrid prototype was given a shakedown last week ahead of the start of testing proper at Sebring this week.

The car developed in conjunction with Dallara was entrusted for the rollout to two-time Le Mans 24 Hours winner Earl Bamber, who races a Chip Ganassi Racing-run Caddy in the IMSA SportsCar Championship. The venue was not disclosed, but was described "as a proper race circuit, but not an IMSA track", by General Motors sportscar racing programme manager Laura Klauser. Putnam Park in Indiana appears to have been the most likely location.

"We are calling it a shakedown; we are getting ready for the Sebring test, which will be a little bit more intense," said Klauser. "Considering we were able to run both days and achieve some longer runs we are calling it a huge success."

Driving the car in anger for the first time was described by Bamber as "an exhilarating feeling".

The new Caddy, which currently goes under the working title of Project GTP Hypercar, was run by an amalgam of personnel, according to Klauser. Staff from Dallara, Cadillac, Chip Ganassi Racing and Action Express Racing, who will run the cars across the World Endurance Championship and the IMSA SportsCar Championship, were present for the rollout.

Cadillac is close to finalising its driver line-up for its 2023 campaign with the LMDh, which will encompass one car in WEC and two in IMSA, according to Klauser. "We are almost there, but we don't have contracts in place," she said. "We still need to sort out the last little details."

She confirmed that Cadillac will need a core of seven drivers — three in WEC and four in IMSA — across the two programmes. Asked if a number of the drivers who have joined the expanded Ganassi 2022 IMSA assault on long-term contracts will be part of the LMDh programme, Klauser replied: "That would make sense, wouldn't it?"

Bamber is expected to be part of the WEC assault together with his 2022 team-mate Alex Lynn. This would be with Ganassi, though Cadillac is still refusing to confirm which of its two teams will undertake the European-based campaign.

Confirmation that Ganassi will field one car in the WEC and one in IMSA alongside an Action Express entry is likely to be part of the next announcement. A release of the full driver line-up is set to follow after that.

GARY WATKINS

CADILLAC

F1 agrees to relieve teams on cost cap

FORMULA 1

The Formula 1 Commission has approved a 3.1% increase to the teams' $140million budget cap for the 2022 season to combat financial pressures caused by soaring inflation and rising costs.

Teams had been raising concerns about staying within the cap amid the extra pressures, including additional freight and travel costs resulting from Russia's invasion of Ukraine. Ferrari stated that it stood no chance of staying within the budget cap for 2022, while Red Bull, Mercedes and McLaren were also in favour of an increase. Smaller squads such as Alfa Romeo and Alpine were less sympathetic, urging those at risk of a breach to simply cut down on car development.

But a compromise was reached at last weekend's Austrian Grand Prix, with the increase carrying the support of nine of the 10 teams.

A joint statement from the FIA and F1 said the increase would "preserve the long-term integrity of the financial regulations" by ensuring no teams are in breach.

Red Bull boss Christian Horner told Autosport that the increase was still not enough given how inflation was surging. "It's not enough for us, and it's too much for the little ones," he said. "So it's a compromise, and a consensus was found in the end."

Ferrari chief Mattia Binotto admitted that it would be "very tight" and "very difficult" to meet the increased cap, but said the team could not afford to breach the limit. Toto Wolff of Mercedes added: "The outcome is helpful. Does it solve our problems? No."

Alpine was the only team to vote against the increase. Team boss Otmar Szafnauer said he was "obliged to accept it because of the governance", but felt the limit "should have stayed the same".

As part of the talks, a 3% increase for 2023 was also agreed, meaning teams can already start planning working to a bigger budget.

LUKE SMITH & ADAM COOPER

Herta tests McLaren with view to FP1

FORMULA 1

IndyCar star Colton Herta made his Formula 1 test debut at Portugal's Algarve circuit this week in a 2021 McLaren as preparation for a possible grand prix FP1 outing later this year.

Herta, 22, is IndyCar's youngest winner, and is regularly linked with a possible switch to F1. He was in line for a seat for 2022 had Michael Andretti, Herta's IndyCar team boss, been successful in his Sauber takeover bid. Andretti has also said that Herta would drive for his planned F1 team should his push to join the grid come off.

"The objective of the test is to see how he's doing there and as you know we have to do two times this year a free practice session with a young driver," said McLaren F1 boss Andreas Seidl. "And once we tested all the candidates who we want to give a chance in a TPC [Testing of Previous Cars] car we will make our mind up who will actually run this free practice session."

McLaren star Norris and tester Herta were F4 team-mates in 2015

McLaren IndyCar driver Pato O'Ward is also due for some TPC running with the team this year, while Red Bull junior Jehan Daruvala drove the MCL35M at Silverstone last month.

All teams are required to run a young driver in two FP1 sessions this year. Alfa Romeo is working to try to get Sauber junior and Formula 2 title contender Theo Pourchaire some seat time, but is struggling to find a slot. "When you have the F2 races, we have some events with the sprint races, we will have some events with tyre testing, and you can't imagine to give the rookie session to Singapore, even Suzuka, you don't have so many races until the end," said Alfa Romeo team boss Frederic Vasseur. "But we'll find the solution, don't worry."

Red Bull, meanwhile, has confirmed that Liam Lawson has taken over as its test and reserve driver after fellow F2 racer Juri Vips's dismissal from the role for using a racial slur. Vips does, however, remain part of Red Bull's junior team.

Alpine won't field F2 champion Oscar Piastri in an FP1 session until after the summer break — it was previously reported that he was in line to feature in France.

LUKE SMITH & FILIP CLEEREN

Unacceptable abuse in crowd

FORMULA 1

Formula 1 will act on "unacceptable" abuse and harassment reported by some of those attending the Austrian Grand Prix that has led four-time world champion Sebastian Vettel to call for lifetime bans.

Ahead of last Sunday's race at the Red Bull Ring, posts emerged on social media from spectators — mainly women — reporting that they had been subjected to sexual harassment, racism, and sexist and homophobic abuse from others in the crowd.

F1 issued a statement condemning the behaviour and said it would hold talks with the race promoter, as well as installing additional security ahead of Sunday's race.

Lewis Hamilton was the first driver to speak up on the matter, calling the behaviour "disgusting" and urging people to behave. Only 24 hours earlier, he had called out the "mindblowing" behaviour by fans in Austria who cheered and celebrated his qualifying crash before knowing he was OK.

More than 50,000 Dutch fans attended the race in support of Max Verstappen, who called the reports "shocking" and suggested steps be taken such as limiting the amount of alcohol that can be consumed at events.

Vettel called on F1 to take severe action against those responsible. "Whoever these people are, they should be ashamed of themselves and they should be banned from racing events for their lives," he said. "I think there should be zero tolerance. If people have a good time and drink too much that's OK, but it doesn't justify or excuse wrong behaviour."

Mercedes F1 boss Toto Wolff told "brainless" abusers to "stay at home" after the team managed to find one of the women subjected to sexual harassment. Her dress had been lifted up by a group of drunken fans, who told her she deserved no respect because of her support for Hamilton.

"If you abuse in whatever way — sexist, racist, homophobic — you're just simply brainless, and no alcohol can excuse that," said Wolff. "That the sport polarises and triggers emotions, we want that. But we should condemn and [say] that these few idiots to stay away from us."

LUKE SMITH

Vettel fined for meeting walkout

FORMULA 1

Sebastian Vettel received a suspended fine from the FIA after storming out of last Friday's drivers' briefing at the Austrian Grand Prix amid frustration with officials.

Aston Martin driver Vettel was summoned by the FIA on Saturday over a breach of the International Sporting Code. As well as his suspended £21,000 fine, he was rebuked by the FIA, which said: "Drivers at this level are role models for every driver around the world, and in the opinion of the stewards, Vettel failed to live up to that standard in this case."

Vettel refused to discuss the matter on Sunday, simply telling people to "ask the FIA", but it emerged that his frustration lay with the focus on seemingly menial matters such as track limits and pit-entry rules, ignoring bigger priorities. Mick Schumacher said the meeting was "going in circles", while GPDA director George Russell spoke of frustration, prompting him to call for a return to a single race director. Since the start of this year, the role has been shared between Niels Wittich and Eduardo Freitas.

"When you've got one race director, things can generally be more consistent," said Russell. "The penalties need to be a bit more consistent. That will only come if there's consistency from the people policing the regulations."

LUKE SMITH

Ferrari, Mercedes deny heel-dragging to scupper VW bid

FORMULA 1

Red Bull's Formula 1 tie-up with Porsche from 2026 may be one of the paddock's worst-kept secrets, but delays to the new engine regulations have postponed announcement plans, and Mercedes and Ferrari have denied dragging their heels to stymy progress.

The deal was expected to be confirmed last weekend at Red Bull's (above) home race, the Austrian Grand Prix, only for the FIA World Motor Sport Council meeting ahead of the British GP to not provide final approval to the new F1 power unit rules that come into play for 2026.

The Volkswagen advisory board has already given the green light for its Porsche and Audi marques to enter F1 from 2026 under the new regulations, which are set to place a heavy focus on sustainable fuel and simplify the power units, eliminating the MGU-H. While Porsche and Red Bull look set to join forces, Audi looks most likely to link up with Sauber, which currently operates the Alfa Romeo team.

But the rules need to be ratified before the next step can be taken and any public announcement can be made regarding Porsche and Red Bull. Although a vote from the teams and approval of the new engine regulations is expected sooner than the next WMSC meeting and should instead arrive in the coming weeks, the F1 Commission meeting on Friday in Austria failed to give a final green light.

Asked about the delay for the 2026 engine regulations and if there was any concern that it could put off new entrants, Red Bull F1 boss Christian Horner said it was "just a process" and that the technical side of the rules was "largely done".

Existing manufacturers in F1 may want to drag their heels on the rules due to the development cycle that lies ahead for 2026. The updated power unit regulations will feature elements such as a budget cap for engine development, as well as making allowances for new manufacturers that would give them additional dyno time and ways to gain parity with those already in F1.

Mercedes and Ferrari both denied that they were frustrating plans for the VW Group's entry, highlighting their agreement to drop the MGU-H — a key Porsche/Audi requirement for 2026. Ferrari F1 team principal Mattia Binotto said he was "very positive" about Audi's and Porsche's plans to join the grid, and said the delay was simply "the time which is required to do these things properly, and simply we are not ready right now — not only us as current manufacturers, but the FIA, because they are the ones who are leading the discussions".

Mercedes F1 boss Toto Wolff suggested the new entrants were too focused on final confirmation of the rules: "This is an environment where regulations will change all the time, so you can't make it regulation-dependent."

LUKE SMITH & ADAM COOPER

Bernie charged with fraud

FORMULA 1

Ex-Formula 1 ringmaster Bernie Ecclestone has been charged with fraud by false representation.

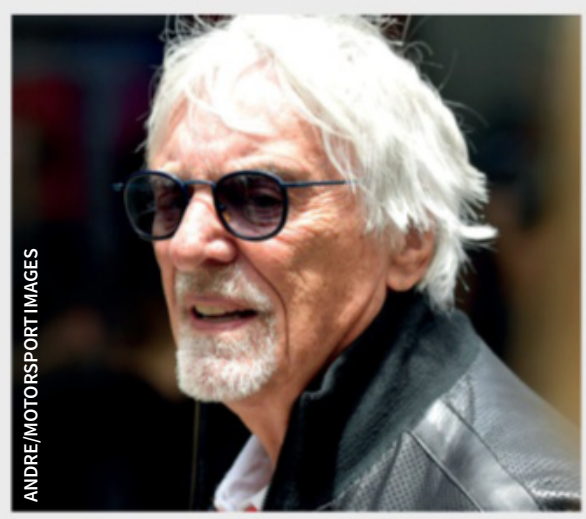
Ecclestone spent more than four decades running F1 before losing the top job when Liberty Media acquired the series in 2017. He now spends the majority of his time in Spain and Brazil.

The Crown Prosecution Service issued a statement confirming it had "authorised the charging of Bernard Charles Ecclestone with fraud by false representation, following a HMRC investigation". Andrew Penhale, the chief crown prosecutor, said: "The CPS has reviewed a file of evidence from HMRC and has authorised a charge against Bernard Ecclestone of fraud by false representation in respect of his failure to declare to HMRC the existence of assets held overseas believed to be worth in excess of £400million."

According to Simon York, the director of the HMRC's Fraud Investigation Service, the charge against Ecclestone "follows a complex and worldwide criminal investigation". "The criminal charge relates to projected tax liabilities arising from more than £400m of offshore assets which were concealed from HMRC," he said. "HMRC is on the side of honest taxpayers and we will take tough action wherever we suspect tax fraud. Our message is clear — no one is beyond our reach."

Ecclestone was previously subject to a bribery trial in Germany between 2012 and 2014, which ended when he paid a £60m settlement without admitting guilt. More recently, he said he would "take a bullet" for Russian president Vladimir Putin and sympathised with the war against Ukraine. Ecclestone, 91, was also arrested this year at a Brazilian airport for carrying a handgun in his luggage.

LUKE SMITH


ANDRE/MOTORSPORT IMAGES

ETCR Hyundai World Rally Championship star Thierry Neuville swapped cars with the marque's touring car racing hero Norbert Michelisz at Zolder's eTouring Car World Cup round last weekend, and now fancies competing in the electric tin-top series. While Neuville drove the Veloster N touring car, Michelisz got to grips with the i20 N Rally1 machine, with each driver sitting in the passenger seat of their regular car to offer tips. "What a great experience," said Neuville, who raced a conventional TCR car in a one-off in Germany in 2019. "Maybe in the future I will join an electric race as well." **Photo by Hyundai Motorsport**

Supersub Merhi to fill in for Boschung again

FORMULA 2

Ex-Formula 1 driver Roberto Merhi will remain on the FIA Formula 2 grid for the next round following a stunning comeback to the category at the Red Bull Ring last weekend.

Merhi (right), 31, subbed for the injured Ralph Boschung at Campos Racing for his first F2 race outing since 2018. He charged from 21st on the grid to second on the road in the initially damp feature race, only to be penalised down to third for track-limits offences.

Boschung has been suffering neck pain for some months, and revealed that he has been diagnosed with severe Facet syndrome, from which he is attempting to recover.

The self-managed Swiss has worked hard on his commercial package for 2022, and called his old pal Merhi to substitute in Austria. He has now offered the Spaniard an extension. "I want him to continue driving in my car for the next F2 race [at Paul Ricard]," said Boschung. "I support 100% talent and not a driver with 100% money."

Merhi dedicated the Austrian performance to the late Campos Racing founder Adrian Campos. "It fills me with pride to achieve what we did with his name on the car," he said.

JEP/MOTORSPORT IMAGES

Habsburg launches plan for fan-owned WEC team

WEC

Sportscar fans will be able to buy into a World Endurance Championship LMP2 squad for next season and have a say in major team decisions including its driver line-up. The initiative has been launched by Le Mans 24 Hours class winner Ferdinand Habsburg as the first fan-owned and run endurance racing team.

The Austrian is initially looking for approximately 2000 fans to part-fund a 2023 LMP2 assault under the Rebel Team banner with the Belgian WRT squad, for which he has driven since last season when he took class honours with Robin Frijns and Charles Milesi at Le Mans and in the WEC.

The so-called members will then be able to vote on aspects of the running of the Rebel Team ORECA-Gibson 07, including the choice of one or both of Habsburg's team-mates and the livery of the car.

The price of entry into the scheme has yet to be fixed but will be in the region of €500 to €1000 for the season.

Habsburg explained that his aim was to create a "team-owning community" with the aim of democratising the ownership of a sportscar operation. "Rather than one or two people choosing the drivers and making the big decisions, it will be a whole community of people who have maybe dreamed about owning a team and participating in motorsport, who can now get involved in an affordable way," he explained at the Rebel Team launch at the Monza WEC round last Friday. "People who have never had the opportunity to take decisions in motorsport will finally get the ability to do that."

There will be a maximum of 10,000 owners, Habsburg explained. He suggested that if there is a higher take-up then extra races could be added to the programme. "If we are able to sell out we will be able to do more; we could take the invested money and do more races," he explained. "The members could vote to do the Daytona 24 Hours and maybe more races in the IMSA SportsCar Championship in America."

GARY WATKINS

End of an era as VAR pulls out of 'old-school' F3

EUROFORMULA OPEN

Formula 3 loyalist Van Amersfoort Racing has called time on its involvement in the struggling Euroformula Open series, dropping the grid to 10 for last weekend's Hungaroring round.

EFO is the last bastion of the old philosophy of F3 — a category in which VAR competed for all but four years from 1997-2022 — on the European career ladder.

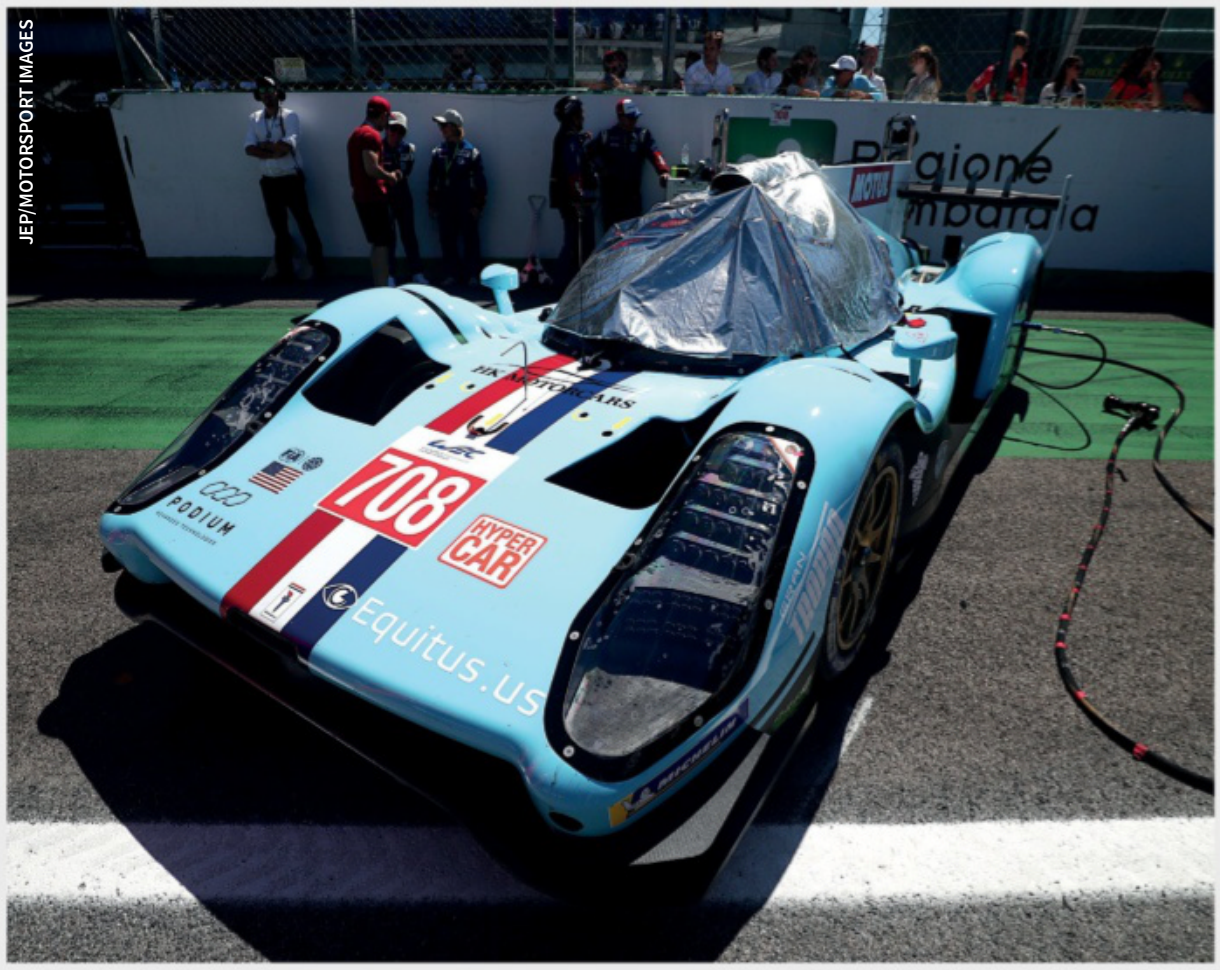
"It was not an easy decision to make," said VAR CEO Rob Niessink, "but we no longer see room for our team, nor for our drivers to further develop towards the goals set for participating in this championship."

VAR's pullout left all but four of the 10 cars on the grid in Hungary being run by Motopark and its sister squad CryptoTower. Drivers run by the German operation have won all three titles since the end of the old F3 European Championship pushed the squad into EFO.

Three of its six drivers won in Hungary, with series leader Oliver Goethe taking the opener, then Briton Josh Mason (right) and Australian Christian Mansell claiming reversed-grid triumphs.

Ayrton Simmons returned to action for the first time since his abortive FIA F3 campaign, taking a best result of third with Drivex.

FOTOSPEEDY



JEP/MOTORSPORT IMAGES

Glickenhaus plots two-car attack

WEC

Glickenhaus will skip the next round of the World Endurance Championship at Fuji, but the American entrant still has big ambitions for its Le Mans Hypercar contender. It has aspirations to field two full-season cars in the WEC next year if a new round of funding comes through for the fledging sportscar manufacturer.

Team boss Jim Glickenhaus has billed the decision to sit out the Japanese round of the WEC as a financial one, but it is understood that his agreement with the series organiser when he committed to a full campaign with one car this year allowed him to miss one of the six championship rounds. He explained that he was planning for the #708 Glickenhaus-Pipo 007 LMH to be at the finale in Bahrain in November.

"Racing in Japan won't help us sell one single road car, so we won't be going to Fuji, but absolutely we will be in Bahrain," said Glickenhaus. "The only thing that could potentially derail that is that we could be working on a two-car team for 2023. The goal for next year is to run two cars in a full season of WEC and it is definitely looking good that we will continue in WEC next season. We wouldn't want to interfere with that by having to go to Bahrain."

Glickenhaus explained that one of the two cars in 2023 could be a customer-funded entry. "I'm optimistic that there will be at least one factory car and maybe the other will be funded from outside," he said. "But it will be treated exactly the same."

He also reiterated a desire to sell 007s: "I'm sure there are teams out there wanting to run the car and we can assure them that they will have exactly the same chance of success as us."

Glickenhaus (below) revealed that he is working on two separate funding streams to grow the Scuderia Cameron Glickenhaus organisation, which is planning to develop an electric off-road vehicle powered by a hydrogen fuel cell.

Glickenhaus will race in Bahrain for the first time should it firm up its plans for the season finale in the Middle East. It missed the double-header that rounded out last year's championship after competing at the Algarve, Monza and Le Mans 24 Hours rounds in 2021 with the 007 LMH.

GARY WATKINS

JEP/MOTORSPORT IMAGES

IN THE HEADLINES

EXTRA ROUND PRE-LE MANS

The additional World Endurance Championship round in Europe that will bring the series schedule up to seven races next year will take place before the Le Mans 24 Hours. WEC boss Frederic Lequien said slotting the race in at a so-far-undisclosed venue before Le Mans would make for a more balanced schedule.

HUTTUNEN IN WRC DEBUT

WRC2 ace Jari Huttunen will make his full-fat World Rally Championship debut on his home event, Rally Finland, next month. Huttunen, the 2020 WRC3 champion, will join the M-Sport Ford Puma Rally1 squad. "We simply want to see what Jari can do when given the tools and machinery," said team boss Richard Millener. "It will be a learning exercise more than anything."

BAGNAIA OVER THE LIMIT

Ducati MotoGP ace Francesco Bagnaia is facing a possible ban from driving on the roads after failing a breathalyser test following a crash in Ibiza last week. Bagnaia, who was celebrating his Dutch Grand Prix victory, came clean and said: "As I was leaving the disco at 3am, I was facing a roundabout when I ended up with the front wheels in a ditch without involving other vehicles or people. The alcohol test carried out by the police found that the blood alcohol level was higher than what is allowed by Spanish law. I apologise to everyone."

A NEW BOSS FOR CARLIN

Carlin commercial chief Stephanie Carlin has been promoted to the role of deputy team principal at the single-seater powerhouse. The wife of team founder and current principal Trevor Carlin joined the team in a PR role in 2006 and has become highly respected in paddocks across the UK and Europe. The team described the promotion as "a logical move".

OSBORNE, MOSS KEEP IT UP

British pairing Joe Osborne and Nick Moss kept up their challenge for the International GT Open title with a couple of second places in the latest round at the Hungaroring last weekend. Osborne climbed the order after Moss's opening stint in the Optimum Motorsport McLaren in the first race. Moss did the same in the second race, leaving them three points off the series lead.

AUTOSPORT

The race is on! Don't miss any of the action this season

F1 SHOCK Leclerc beats Max at Red Bull Ring!
AUTOSPORT
Ferrari hits back on Red Bull's home ground
Leclerc passes Verstappen 3 times and copes with throttle problem to win in Austria
'I needed that one'
CHARLES LECLERC
38 points behind
11 races to go
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Another story in a great campaign

Charles Leclerc's drive to victory on Red Bull's home turf while nursing a sticking throttle pedal adds to the narrative of a season of exceptional performances

ALEX KALINAUCKAS

Charles Leclerc's victory in last weekend's Austrian Grand Prix was Ferrari's first at what is now the Red Bull Ring since 2003, when Michael Schumacher was victorious at the then-A1-Ring. Most of that long drought is down to the track's absence from the Formula 1 calendar until its 2014 return. Leclerc got close in 2019, but Max Verstappen's brutal and canny racing stopped him taking a maiden win that day. Last Sunday had excellent echoes of both 2003 and 2019, which bode well for Leclerc's future F1 career — however his first title challenge ultimately pans out.

Back in 2003, Schumacher's fiery first pitstop put him back in the pack and on a charge. While the challenge was not quite as tough as the one Schumacher faced on his way to finishing second while stuck in fifth gear for Benetton at Barcelona in 1994, such a triumph in the face of adversity helps form the legend of many F1 greats.

There's Jim Clark's 1965 British GP triumph after his misfiring engine lost oil pressure. Jackie Stewart's 1971 Monaco win without rear brakes. Ayrton Senna won in front of his adoring home crowd at Interlagos in 1991 despite gearbox problems that contributed to his severe in-car cramp and muscle spasms. Less well remembered perhaps is Senna's 1989 Monaco GP victory after losing second and third gears. For those efforts, we can read Leclerc and his sticking throttle pedal of Austria 2022.

The problem struck first just after the virtual safety car period needed to cover the latest Ferrari fire, which eliminated Carlos Sainz and engulfed his car horribly quickly. Ferrari suspects a mechanical fault developed in the pedal linkage, which Leclerc adapted to by lifting and coasting into each braking zone to try to mitigate the problem.

> **"The winning margin was 1.5s, with Leclerc holding on over a fraught final 10 laps"**

With Verstappen charging behind, Leclerc's pace did not drop down to the 1m09s until the final lap and included his personal best 1m07.583s, despite the throttle issue being so severe that team that boss Mattia Binotto "stopped watching". The winning margin was 1.5s, with Leclerc holding on over a fraught final 10 laps. But it was his pace in the contest before then that meant he had enough margin to hold off Verstappen even with a hobbled car.

Turn 3 comes up regularly when considering how to win in Austria, which Leclerc also did in his 2016 and 2017 rookie GP3 and Formula 2 title years. It's also where Verstappen's firm but brilliant passing taught Leclerc to what level he'd need to go racing-wise to win in F1 back in 2019.

For the fifth time in 2022, Leclerc and Verstappen went wheel to wheel. After two lock-ups that perhaps betrayed a hint at Leclerc's hurry to finally end his luckless streak, he pulled off a thrilling dive on his rival at Turn 4. Thanks to Ferrari's resolute and better two-stop strategy thereafter, Leclerc would pass Verstappen twice more — both moves much more routine with the tyre-life offset he then commanded.

The end result trimmed the Dutchman's points lead to 38, but it struck a serious psychological blow at a track where Verstappen led all 142 laps in two races last year. Yet, Ferrari's ongoing reliability issues temper expectations on Leclerc's title chances. Leclerc should really be 13 points closer when just thinking back to Silverstone alone and Ferrari's botched safety car strategy call there. Under the VSC in Austria, it also fleetingly fumbled over calling Leclerc's stop, initially telling him the VSC pitstop window was closed but that it knew Verstappen would stop anyway — messages he queried with a touch of bewilderment.

Back in Britain, Leclerc produced the finest overtake of the year so far with his Copse repass on Lewis Hamilton. If he'd been on the same tyres he might have won from the front, taking a damaged front wing from essentially start to finish and still being rapid. There are more memories of F1 greats that come to mind here.

Alain Prost "being bundled off at La Source on the first lap" of the 1986 Belgian GP — per Autosport magazine's 1990 Spa report — bent his engine mountings, despite which he drove on to finish sixth. "What John Barnard considers the best drive he has ever seen," continued our report. More recently, Hamilton winning in Mexico three years ago came after he sustained floor damage on lap one.

These examples are all different and impressive in their own right and of course none really precisely mirrors what Leclerc did last weekend. But they contribute to a 'great's' story and maybe that is what F1 is witnessing in 2022. Because Leclerc is pulling off one of those 'great' campaigns. And we're not alone in thinking so. Autosport readers currently put Leclerc's average performance at 8.7/10 from the 11 races held so far. That's 0.5 ahead of Verstappen and 0.2 in front of where Autosport has him, joint top with the world champion on 8.5.

F1 2022 is now at its halfway point. If Leclerc's second half matches his first, even if — as seems very likely — Verstappen takes the title and the Ferrari driver is a valiant second, its greatness will surely be indisputable. A legend to look back on.

P32 AUSTRIAN GP DRIVER RATINGS

A glimpse of the new and the different

The debut of Peugeot's 9X8 at Monza will remain in the memory chiefly because its looks are so distinctive. It embodies a new era of sportscar design diversity

GARY WATKINS

Peugeot's arrival in the World Endurance Championship at Monza last weekend was a significant moment for sportscar racing. The French manufacturer isn't Ferrari or Porsche – two of its rivals next year – but it should be regarded as one of the grandees of endurance. It's a heavyweight contender with three Le Mans 24 Hours victories and another 30 wins to its name from the Group C and LMP1 eras.

But the significance of the debut of the 9X8 went far beyond anything it achieved on the race track or was likely to achieve, and it should be pointed out that Peugeot always remained humble in its ambitions. What was important was the look of the car: the latest LMH to enter competition is quite unlike anything we've ever seen before.

Whether you call the Peugeot's shape and aerodynamics radical, avant-garde or just plain outlandish, it doesn't matter. What's important for me is that the thing looks fresh and new, from the tip of its growling nose to end of its wingless rear. And I hope it offers a portent of what's to come as we head into what we all believe is going to be a golden era for sportscar racing.

A grid of racing cars, to my mind, needs to be packed full of distinct-looking machinery. I say that as someone who became interested in motor racing in the mid-1970s. My first motorsport memory is of seeing photographs of the Tyrrell P34 Formula 1 car in a national newspaper as an eight-year-old late in 1975. A car with six wheels, no less! No wonder the moment my father passed the paper across the kitchen table to his car-mad son is etched in my memory.

F1 properly entered my consciousness in the balmy summer of 1976 when the battle between James Hunt and Niki Lauda propelled what became my sport from the back to the front pages of the papers. My interest was truly ignited that autumn by the pictures of the cars in some magazines of a few months vintage.

I was transfixed by the different cars on the grid, and they really were different to each other. My first proper season of following F1 was 1977, the year I was given my first issue of Autosport and, quickly after that, became a regular reader. Think about it (or get Googling if you're too young): a Brabham BT45B certainly didn't resemble a McLaren M26 or a Ligier JS7.

The new age of sportscar racing will hopefully hark back to those times. F1 cars of the 1970s looked different to each other because any acquaintance with a windtunnel was fleeting if not non-existent and there were no super-computers involved. Functionality slowly took precedence over form in the decades that followed. The result was racing cars that weren't easy on the eye and had a tendency to all look the same.

The regulations for the LMH class, and to a slightly lesser extent LMDh too, offer manufacturers the chance to be different. Doing away with a traditional rulebook and instead laying down performance windows into which each car must fit was always one of the core principles of the new ruleset.

The result so far has been three quite different racing cars in the Toyota GR010, the Glickenhaus-Pipo 007 LMH and now the Peugeot. The French car is the most off the wall of the three, and so far the slowest. The 9X8 didn't set the world on fire at Monza, though Peugeot more or less assured us that it wouldn't. But it went much better than a casual glance at the results might suggest.

A DNF for one car and a 33rd-place finish for the other doesn't look particularly good for a big gun making its return to the top of the sportscar tree. But take the early retirement of the #93 car out of the equation, and it wasn't a bad weekend for Peugeot.

The #94 showed decent pace, but ended up so far back because of an overheating issue, a result of the car being out on a busy track for the first time. The 9X8 had never run in traffic before, or on a circuit littered with marbles and other assorted debris. That meant the #94 car had to be pulled into its garage a couple of times to clean out its myriad of ducts and bodywork openings.

Forget about the car being 1.8 seconds off the ultimate pace during the race. It was that much behind the Glickenhaus, which had a clear advantage after a Balance of Performance break that looked ill-advised before the race and even more so afterwards. It plainly ignored the form of the car at Monza last year and the fact that the layout suits the car. The more pertinent gap was the half-second the 9X8 trailed the Toyotas on one lap and across a stint.

That's clearly a significant deficit, but I'm fully expecting the Peugeot to be competitive, sooner rather than later. So, when we come to look back on the 9X8 I reckon we'll remember Monza 2022 not for what it did on track – or what it didn't do – but for the arrival of a machine that fully encapsulates the bright new era of sportscar racing into which we are heading.

YOUR SAY

As with every safety system, this design can never be perfect under every circumstance, but it is extremely effective in the vast majority of instances

ALAN WILSON

Guardrail/debris fence gap explained

George Russell (and others) have questioned the width of the gap between the guardrail and the debris fence into which Zhou Guanyu's Alfa Romeo crashed at Silverstone.

This one-metre-wide gap is specified by the FIA in their track design manual for very specific reasons.

1. The gap is needed to prevent the debris fence from being damaged as that is likely when set on top of the guardrail when the Armco is hit by a race car at speed.
2. The debris fence must never, if possible, be damaged in any way that debris, or the race car itself could ever reach the spectators, who are typically 10 feet back from it.
3. The debris fence has a 1m gap along its base intended to allow a driver, or a marshal, to pass under it at any point along its length.
4. This ensures that a driver can get to safety as close and as quickly to their incident as possible.
5. It also allows marshals to move behind the debris fence in safety and to get as close to an accident as possible, in safety.
6. The 1m gap also allows marshals to move along the back of the guardrail to get to accidents and help a driver climb over the barrier to leave the track.
7. This gap is lower than the guardrail to prevent debris from going under it into the crowd.
8. The further back the debris fence, the lower the flight angle of any debris from an accident, which would then be more likely to enter the spectator area.

These are all very valid reasons for the 1m gap between the Armco and the debris fence.

As with every safety system, this design can never be perfect under every circumstance, as witnessed by the Zhou crash, but it is extremely effective in the vast majority of instances.

Note that the debris fence is often located on the top of concrete barriers at street races, which is usually because of the lack of space between the track edge and spectators in most street race situations.

I hope this will answer George Russell's concerns.

Alan Wilson
Track designer

SUTTON/MOTORSPORT IMAGES

Sad announcement

It is with a very heavy heart that, following spells in hospital myself that delayed me from making this announcement earlier, my lovely and beloved wife Pat, known to many in motor racing paddocks worldwide, was taken from us by cancer on 1 June. She was courageous all the way through her diagnosis and treatment, thinking always of others, as usual.

As well as motor racing, she had a deep, creative and eclectic love of art and music, and entertained very many with her beautiful soprano singing at events and gigs — often for good causes. I hope she will be remembered for her loveliness, inside and out, and warm, welcoming personality. The light in my life has been extinguished and a host of friends mourn her passing too. My thoughts must also go to others who have had similar tragic blows.

She was laid to rest in a peaceful woodland burial ground according to her wishes, surrounded by the beauty of nature that she so loved.

Mike Blanchet
Principal, Mike Blanchet Motorsport & Automotive

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RACE CENTRE

Many of the fans wanted a Verstappen win but Leclerc turned the tables

FORMULA 1

FERRARI FLAIR AMONG THE FLARES FROM LECLERC

The title challenger turned the tables on sprint race winner and polesitter Verstappen in Red Bull's own crucible to secure a morale-boosting victory

MATT KEW

PHOTOGRAPHY motorsport IMAGES

Three days in Austria reaffirmed that Ferrari still has plenty to address before it's on a truly even footing with Red Bull. Team orders indecision and pitstop strategy leave plenty to be desired, while a big question mark continues to loom over reliability. Those shortcomings ensured that the Italian team didn't inflict maximum damage upon points leader Max Verstappen and his team last weekend.

Nevertheless, it has now won two races in a row. And this time, Charles Leclerc triumphed on enemy soil because he executed the race brilliantly in a car that was demonstrably the pick of the litter.

The weaknesses of the Red Bull RB18 are few and far between. But even after mid-season updates, it remains a comparatively heavy beast — it exceeds the 798kg dry-car and driver minimum threshold. Those extra kilos make themselves known most of all when the machine is in its leanest trim. Running on fumes in qualifying or at the end of the race ensures that the excess fat contributes a greater percentage of the overall kerb weight. As such, although a scruffy final Q3 flier from Verstappen had been enough for pole on this occasion, his pace in the dying laps of the sprint had notably dipped when the bulk was on show. This also contributed to the fact that his tyres degraded faster than those of pursuer Leclerc.

These factors gave the Monegasque a genuine shot at the spoils in the full GP — more laps were on offer to close the gap and launch an overtaking move — so long as he remained within striking distance of the polesitter. That mission, one that admittedly had seemed unlikely heading into the round, was further aided by early Sunday morning rain that washed the track of its rubber and grip to exaggerate tyre wear. Red Bull team boss Christian Horner said: "The degradation, when you look at the sprint race, we pushed a bit harder at the beginning, paid a little bit at the end. But over the whole stint [we were] identical to that [pace] of Ferrari. The only thing that's changed overnight is the rain, the temperature slightly and the fuel loads."

If the meteorological intervention sounded a touch familiar, it's the same asphalt-cleaning effect that cost Leclerc the post-shower sprint spoils at Imola in April. Three months later, thanks to the combined effect of weight and weather, Leclerc had the prospect of ceasing a podium drought that stretched back to Miami in early May, and concluding a winless streak that set in after the Australian GP in April.

Verstappen led the field away for a notably rapid formation lap in a bid to offset the cooler conditions by generating tyre temperature. The aim was to avoid a repeat of his fumbled start to the sprint. Leclerc, meanwhile, arrived at his grid box and pulled his gloves tight, like a surgeon ready to enter theatre.

Verstappen's haste paid off when he launched well to hold a middle line and consolidate the lead on the dash to the opening right-hander before sweeping unchallenged through Turn 1. Leclerc similarly held position to leave the second row as the action hotbed. George Russell fired off the line most effectively aboard his Mercedes to force Carlos Sainz out wide over the green painted runoff and down to fourth. But with Ferrari reverting to its slimline Canada-spec rear wing,

Verstappen leads from pole as Russell's Mercedes challenges Sainz for third

MAUGER

Red Bull soon abandoned hopes of a one-stop race thanks to tyre deg

SUTTON

the low-end punch of the Italian engine worked with the slippery bodywork to allow Sainz to power through the smoke from the flares and arrive at Turn 3 ahead.

The Silver Arrow, having had to find space in the braking zone, was delayed. That duly brought Sergio Perez into the cloudy orange mix. The Mexican tried to muscle his way around the outside at Turn 4, but his rear-right made contact with the W13's front-left to pitch the Red Bull into the gravel. Russell would be harshly apportioned blame and »

QUALIFYING

SUTTON

Max Verstappen is in the sort of form that allows even a messy lap, one where plenty of time is left on the table, to return pole. For two thirds of his final flier in qualifying on Friday he was slower than his personal best sectors, yet at the death he could still improve to eclipse Charles Leclerc and take top spot on the grid for the sprint race.

Q3 effectively boiled down to a 2m30s shootout. That came after the credible Mercedes threat instead resulted in two crumpled cars and two red flags. Separate incidences of snap oversteer wiped out Lewis Hamilton, then George Russell. Team boss Toto Wolff implied driver error as both carried too much speed in the "tricky" W13 to shunt and leave the garage looking as though "somebody dropped a Lego car".

When the track was clear, Leclerc ventured out ahead of Verstappen. He promptly set his best first sector of the session and the fastest third split of anybody. With the chequered flag waved, the Ferrari driver bolted to the top. Bolstering his hopes, Verstappen ran a foot wide through Turn 1. He was then slow on the throttle at Turn 3, before picking up oversteer. As a result, his splits flashed yellow not green – let alone purple. At that point, it seemed Leclerc had it in the bag.

But even a sloppy flier from Verstappen remained superior to Leclerc's finest. Despite the early blunders, Verstappen was still somehow 0.07 seconds quicker in S1 and ceded just 0.04s to the Ferrari in S2. With Leclerc extracting only 0.002s with his peerless run to the line, that enabled Verstappen's last-gasp 1m04.984s to seize the advantage.

"My Turn 1 and 3 were not the best, so I knew the rest of the lap needed to be pretty spot on," said Verstappen. "Especially the last sector was a lot better than what I've done before, and more on the edge with the track limits… It was close."

Sainz was third fastest and Sergio Perez fourth, but he hadn't really troubled the top three – much like at Silverstone. The Mexican only progressed into the top 10 fight after a track-limits violation late in Q2 had been missed, so his times would be deleted to start 13th.

Russell's car is hauled away after Q3 crash

DUNBAR

SPRINT RACE

Verstappen led the sprint all the way to win by 1.7s

TEE

Ferrari's decidedly laissez-faire approach to team orders likely didn't stop Charles Leclerc or Carlos Sainz from landing victory in the short Saturday sprint race. But allowing its drivers to battle and hold one another up meant that Max Verstappen barely broke a sweat as he cruised to the spoils. On another day (like the next day), the Red Bull RB18's mirrors should have been filled with red.

Wind back to the first sprint contest of the season at Imola. There, Leclerc initially bolted away to the tune of three seconds. His Pirellis didn't thank him for it, and they degraded fast as the laps ticked by to enable Verstappen to pounce for the win. The roles could have been reversed in Austria, only Ferrari wasn't there to punish the reigning champion.

Zhou Guanyu's rebuilt Alfa Romeo temporarily cutting out through the final corner created an extra formation lap and brought the sprint down to 23 tours. Fernando Alonso's Alpine not firing on the grid either left him to watch on from the sidelines.

When the start finally arrived, polesitter Verstappen bogged down. Subsequent wheelspin prompted him to drift to the right to squeeze second-starting Leclerc towards the pitwall. Having checked the mirror to be content that his rival was boxed in, Verstappen returned to the middle line as Sainz darted around the outside of his compromised team-mate.

The Spaniard gained a powerful tow from the leading RB18 to have a sniff around the outside at Turn 3, but veered off the racing line to run out of traction when he finally jumped back on the throttle. Leclerc then used his faster exit to dive back past into Turn 4, all while Verstappen was allowed to escape by 1s come the end of the opening lap.

The Ferraris continued to dice. Sainz dived down the inside at Turn 3 on lap seven but ran too deep. Leclerc immediately regained position. Then at Turn 4, the Monegasque was under threat again. He ran Sainz to the edge of the track to force the British GP winner to virtually come to a stop to miss the gravel trap. Again, Verstappen didn't have to work particularly hard for what was now a 3s lead.

But that turn of speed had consequences as his tyres started to fade. Leclerc, meanwhile, had kept his boots alive to consistently lap two to three tenths faster and practically halve the gap to 1.675s at the flag. "Max was pushing quite a lot at the beginning, so I was trying to control my tyres to attack at the end," said Leclerc. "I was probably the one managing the most at the beginning and the one pushing the most at the end."

Despite the pace advantage, Leclerc and Sainz reckoned they wouldn't have been able to overtake Verstappen in the shorter race if there hadn't been an intra-team squabble. But it spoke of the strategic shortcomings Ferrari has shown repeatedly in 2022, and cultivated a terse atmosphere in camp ahead of the full grand prix.

George Russell endured a lonely race to fourth as Sergio Perez recovered from 13th to fifth. He gained five places on the first lap alone. One for Alonso not starting, and three more when Pierre Gasly was spun into the air after being caught in a Turn 1 pinch with Lewis Hamilton (eighth) and Alex Albon (16th after copping a 5s penalty for later squeezing Lando Norris off the road).

Leclerc battled Sainz hard as Verstappen made his escape

MAUGER

dealt a five-second penalty, the stewards perhaps influenced by the briefest of lock-ups, but he'd already run over the kerb and could offer no more room from the inside. Perez would keep the car moving across the gravel to rejoin and pit for hard tyres. But the floor damage was severe enough for the Mexican to retire just before one-third distance of the 71-lap race to leave Red Bull without a rear gunner or the option to split strategies.

Verstappen would have to fly solo thereafter, but started his campaign by extracting a lead of 0.927s over Leclerc at the end of the opening tour. A fine effort no doubt, but he hadn't broken free of DRS range while he balanced not asking too much of his medium tyres too soon as per the previous day.

Leclerc signalled his intent as early as lap eight. It wasn't a true lunge, but into the braking zone of Turn 3 he just pulled to the inside line for a recce. He squared off the corner to reapply the power sooner than Verstappen. Two tours later, Leclerc could deploy the DRS out of Turn 1 to reel in the Red Bull and slingshot past at the same corner. Verstappen enjoyed the superior exit, though, to hold onto the lead. Still, the change in momentum was evident.

Again, with the letterbox flap of the slender Ferrari rear wing open, Leclerc could outdrag his rival to close into Turn 4. Then, on the outside line, Leclerc locked up the front-left to offer Verstappen brief respite. That said, the reigning champion knew what was coming. "I cannot hold this [for] long," he calmly acknowledged over team radio.

Next time around, again a wisp of smoke came from Leclerc as he locked up. But he nailed every braking zone for the duration of the second sector on lap 12 to slot through on the inside into Turn 4. The somewhat unconventional move left Verstappen just to open his steering to provide space for the Ferrari F1-75 and cleanly cede first place. Leclerc then succeeded where his foe had failed — he got out of DRS range just like that.

With Red Bull down to one car, it had to roll the dice. Following a big front-right lock-up into Turn 4, Verstappen was called to pit for a set of hards at the end of lap 13. Heading into the GP, only Russell and the Aston Martins had dared try a set of the white-walled tyres through practice or qualifying. Red Bull had put its focus on understanding the mediums in practice, Ferrari's emphasis was on the softs.

Verstappen had to shed his fading C4s and venture into the relative unknown. A slow front-left change resulted in a 3.2s stop. Leclerc remained on track with 2.6s in hand over Sainz, while Verstappen had to smartly carve his way past Mick Schumacher for fifth around the outside of the Turn 2 kink. He then demoted 2021 arch-rival Lewis Hamilton with relative ease by cutting back to get a good exit from Turn 3.

Despite the early stop for Verstappen, and the fact that two red cars remained, Ferrari opted not to cover off the surviving Red Bull. Instead, Leclerc and Sainz pounded round on the same run plan before finally switching to hard tyres on laps 26 and 27 respectively, having stretched the mediums twice as far as the Dutchman.

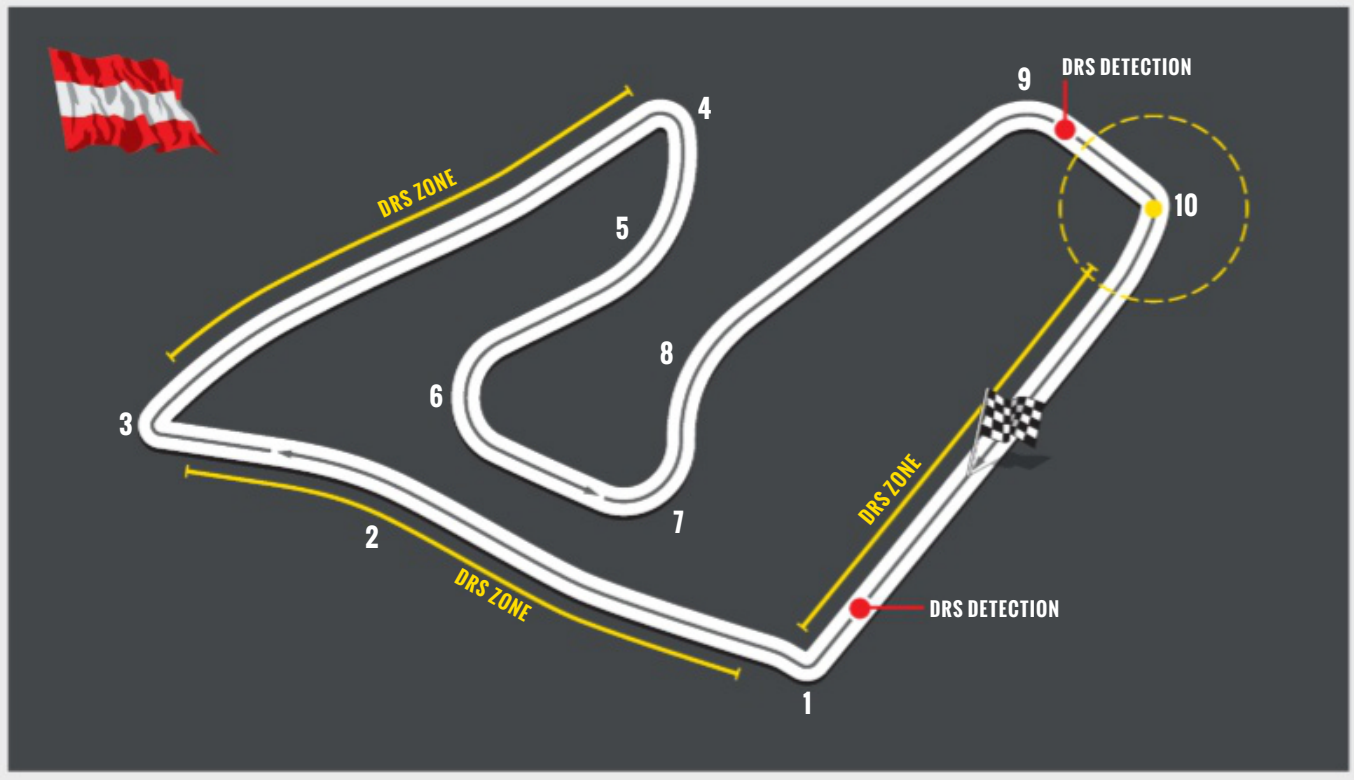
"LECLERC THEN SUCCEEDED WHERE HIS FOE HAD FAILED – HE GOT OUT OF DRS RANGE JUST LIKE THAT"

The Ferrari strategy surrounding the late safety car at Silverstone the previous weekend had raised eyebrows. Seven days later, Leclerc and Sainz mirroring one another did little to lower them. But Ferrari did at least change the narrative this time by entrusting its drivers to be able to overtake around a treacherous narrow track. Keep in mind that on the massively more wide, open Northamptonshire circuit, it had done everything to keep hold of track position to minimise the risk of tripping over other cars.

The Spielberg pitstops had handed the lead back to Verstappen, although his switch to a different compound had done little to improve his pace. On lap 33, therefore, Leclerc closed within DRS range to deliver another cleanly decided move for first place at Turn 3. An early decision to cut back allowed Verstappen to gain DRS for the run to Turn 4 but »

Verstappen seemed set to lose out to Leclerc *and* Sainz in the closing stages

TRACKSIDE VIEW



The Red Bull Ring tempts a driver to be greedy. The short 2.68-mile tour and sub-1m07s lap time leave precious few opportunities to get ahead. While the FIA labels 10 corners, really there are only seven. And with many of those braking zones on an incline or decline, it's just willing a driver to stamp on the anchors as late as they dare and then run too deep to miss an apex.

For first practice, Autosport is at the last corner. At the foot of the lush Styrian mountains, it's a downhill ski run into the right-hander. Although some describe it as a bump at the apex, it's truer to say the jolt is caused by the descent suddenly ending and then the cars hitting the level. Either way, there's plenty to unsettle both axles, and lots of positive camber has the cars squatting through the compression to make the slender strip of daylight between floor and asphalt vanish.

It soon emerges that there are two approaches to Turn 10. Max Verstappen (quickest) and Charles Leclerc (second) are the big hitters who prefer to turn in early and keep the car rotating for longer by not applying much steering lock. That helps maintain a high speed to the inside kerb and then pick up the throttle without troubling the track limits defined by the serrated green-and-white edge that sits beyond the red-and-white rumble strip.

"IT'S JUST WILLING A DRIVER TO STAMP ON THE ANCHORS AS LATE AS THEY DARE"

The old hands tackle it differently. Lewis Hamilton (fifth), Fernando Alonso (eighth) and Sebastian Vettel (13th) work harder to square off the corner. They hold the car out wide before a more violent turn-in to then allow the car to settle sooner, although the twitchy back end of the Mercedes sometimes upsets that trend. That quicker motion has them back on the power sooner for the sprint up to Turn 1. But this takes them out wider over the rumble strip, the Alpine in particular.

The first of two red flags (one for Lando Norris stopping his McLaren MCL36 after reporting smoke underneath his seat, the second to retrieve rubber debris from the racing line) affords an opportunity to amble up to the exit of Turn 8. The most notable events here are all induced by traffic. Drivers dive off-line or virtually come to a stop at corner entry as they try to find a slice of free track for a quick lap – how greedy of them.

MATT KEW

Young guns and old hands handle Turn 10 differently

MATT KEW

The final move: Leclerc gets a good run out of Turn 3 to grab lead

SUTTON

he opted not to mount a proper retaliation. That confirmed his slip into second place.

Verstappen reckoned the grip was becoming not only bad but downright unpredictable. He would later reveal: "Basically, on any tyre, I was just struggling a lot for pace after a few laps — a lot of deg. It's something I cannot really explain. I expected it to be tough today, but I didn't expect it to be like this." Red Bull moved away from Pirelli's suggested one-stop optimum and pitted Verstappen again for another set of hards on lap 36.

Ferrari didn't bat an eyelid at this, holding off Leclerc's next stop until lap 49. With Sainz arriving in the pitlane the next time around, the Ferraris once more faced the prospect of having to demote Verstappen, who was 2.7s ahead of Leclerc with 21 laps left to play. Again, having paid a trip to the Maranello mechanics, Leclerc was soon into a rhythm on the white-walled rubber. On lap 53, he gained DRS on Verstappen, the Ferrari moving to the outside for the run to Turn 3. Leclerc smartly let the Red Bull have the apex before turning sharper to jump on the throttle sooner and nail the exit to power back into the lead for the final time. Just as he had rehearsed in the very first phase of the race.

Leclerc has been brilliant all season, but now he was displaying a level of command that simply hadn't been on the cards 24 hours earlier. Where had it come from? "We'd been working quite a lot on my driving yesterday night, and I knew that I had a bit more pace on the medium," Leclerc explained. "It was a surprise to do that much of a step forward... There were two, three corners where I was struggling — especially Turn 1 and 3 and 10. I've been working on these three overnight. Today was much better."

Until now, Sainz had been close to matching Leclerc at every point, the duo only separated by that single lap on strategy. A 1-2 was in the offing to make Red Bull pay as much as possible for losing Perez. The Spaniard was tucked into Verstappen's wake and ready to pounce on lap 57 when a white puff of smoke wafted out of the rear bodywork. Without warning, the power unit self-immolated spectacularly. "No engine! Engine! No, no, no, no, no, no, no, no, no," radioed Sainz.

What followed was unpleasant to watch. Flames licked from the rear of the F1-75 when he parked up on the escape road at Turn 4. But with the car coming to a rest on an incline, every time Sainz took his foot off the brake to hop out of the car, it rolled backwards. The marshals were yet to arrive with extinguishers as the fire began to surround the cockpit. At that point, Sainz finally leapt clear. Utterly dejected but fortunately unhurt, he sat on the bank to process the abrupt end to his mid-season momentum.

"I didn't want to leave the car completely free, out of control, rolling backwards while jumping out," said Sainz. "I was calling the marshals to come and help me to put something on the tyres to stop the car rolling down. But the whole process was a bit slow. At some point, there was so much fire that I had to really get a move on and jump out."

When team boss Mattia Binotto was asked if it was the same failure as the one that had killed Leclerc's victory chances in Baku, his response was "very likely".

The virtual safety car was triggered for what would be three minutes, and it asked two questions of Ferrari's remaining protagonist. First, would Leclerc's car, albeit sporting fresher engine components after the Spain and Azerbaijan blow-ups, go the distance? Second, could »

"THE PROCESS WAS A BIT SLOW. THERE WAS SO MUCH FIRE THAT I HAD TO GET A MOVE ON AND JUMP OUT"

Sainz's Ferrari was a mess after nasty fire struck as he closed on Verstappen

HONE

Third win of 2022 cut Leclerc's deficit in the points to 38

Ferrari nail its strategy once more? The answer to both was yes… just about. In the slower conditions, Leclerc was followed into the pits by Verstappen to both take on a final set of medium tyres and maintain the status quo for the climax.

But then Leclerc began to complain about a throttle pedal issue. It was not fully releasing by an estimated 20-30%. This meant that through the tight Turn 3, Leclerc was carrying too much momentum in and was inadvertently too early on the power out. "That's where you don't want any more speed in the mid-corner," said Leclerc, who added that he had the failures of Barcelona and Baku in his mind at this stage. Having to lift and coast to acclimatise to the problem, "the end was incredibly difficult… tricky to manage not so much in the high-speed but mostly in the slow-speed. Luckily, it [kept going] until the end of the race."

Ultimately, Leclerc had had the legs on Verstappen sooner than anticipated to take the lead. He didn't have to patiently bide his time until the RB18's weight problem was exposed late on as the rebadged Honda engine swallowed more fuel. Instead, the Red Bull's ballast only added to more critical, day-long tyre struggles. All told, it meant that Verstappen didn't have sufficient pace to make Ferrari and Leclerc pay for the sticking throttle.

"I have to admit I was very nervous," said Binotto. "I stopped watching the race in the last three laps." But when he looked up, Leclerc had reached the chequered flag 1.5s clear of Verstappen. Three passes for position and adapting his driving to an ailing car enabled Leclerc to chalk his third win of the campaign and fifth in Formula 1. It also proved that Ferrari has found more pace in recent races to ensure that the championship fight isn't over quite yet, even if Verstappen only had his series lead dented by five points and Red Bull's by seven.

Hamilton helps Leclerc celebrate on Brit's 186th F1 podium visit

ETHERINGTON

"I HAVE TO ADMIT I WAS VERY NERVOUS. I STOPPED WATCHING THE RACE IN THE LAST THREE LAPS"

Verstappen recognised the result as a display of effective damage limitation, given he was driving the second-best car that day. Leclerc valued it as a powerful morale boost after feeling "everything was against me" across the five previous races.

What both drivers and third-place finisher Lewis Hamilton (a further 39.7s behind Verstappen to head a Mercedes 3-4) failed to observe, however, was the post-race procedure. Their physios entered parc ferme before the trio had been weighed and breached the instructions. The teams copped a €10,000 fine.

All that was left was for the top three to take to the curiously remodelled podium. New for 2022, the platform for first place is now not just a step but rather a whole other level above the rest. Ultimately that elevated status was entirely befitting of Leclerc's inspired Sunday performance, even if the Dutch-dominated crowd had desired the rostrum to be headed by someone else.

NEXT F1 REPORT
FRENCH GRAND PRIX
28 JULY ISSUE

Lauda Jr in dad's first winner
Mathias Lauda drove a Ferrari 312B3, as raced to two wins by Niki in 1974

SUTTON

McLaren boss in a Lotus
Zak Brown exercised his ground-effects Lotus 79, which dominated F1 in 1978

TEE

Motorsport figures look back
Riccardo Patrese, Martin Brundle, Zak Brown, Ralf Schumacher, David Coulthard and Mathias Lauda took part in the Legends Parade

TEE

Back in a Brabham
Ex-Brabham racer and six-time GP winner Patrese saddled BT52

DUNBAR

DUNBAR

DC tries RB title winner
Coulthard got a run in a Red Bull RB8, which topped F1 in 2012

ALONSO BATTLES THROUGH MULTIPLE ALPINE DRAMAS

Fernando Alonso's impressive recovery from the back of the Austrian Grand Prix grid was stymied by a late pitstop problem.

Alonso failed to start the sprint thanks to his Alpine suffering an electrical shutdown. He worked his way into the fight for the lower points-paying positions with a battling GP drive on the contra hard-to-medium-tyre strategy. This included gesturing furiously at Yuki Tsunoda after being edged onto the grass between Turns 3 and 4 just before half-distance.

During the virtual safety car period, Alonso dived in to finally take the medium tyres for the third stint of his two-stopper. But after feeling "huge vibrations" on his out-lap's first sector — smoke streamed from his front left — he told Alpine he'd have to stop again.

Alonso then charged on his second set of mediums to rescue 10th after rejoining 14th from his unplanned stop.

Alonso's lack of radio explanation contributed to the FIA investigating whether his car had been released without its wheels properly attached. But the left-front in question was found to have "damage to the wheel and axle" that the stewards determined to be "consistent with a parts failure in all likelihood subsequent to the exit of the car from the pits".

Alonso's team-mate Esteban Ocon executed a smooth two-stopper that converted a sixth-place grid spot into fifth in a drive during which he was overtaken by Lewis Hamilton and had a late battle with the recovering George Russell.

MAUGER

TEE

Fighting Hamilton on podium again but way off vying for lead

Lewis Hamilton picked up his third consecutive podium with third place in Austria but, unlike in the British Grand Prix, he ended up far from the lead fight.

Following his qualifying crash, Hamilton had a Turn 1 clash with Pierre Gasly in the sprint, the Mercedes pinched inside the drifting AlphaTauri, and a lengthy battle with Haas's Mick Schumacher. Hamilton finished the sprint eighth and was again in the thick of the action early in his GP recovery drive. An early Turn 1 slide onto the big sausage kerb meant he lost momentum and dropped back behind Schumacher, so he had to chase the Haas again for 10 laps before nipping past with a neat lunge at Turn 7 when his rival slid wide.

In clean air well adrift of the leaders, after Max Verstappen had cruised past following the Dutchman's first stop, Hamilton did as the Ferraris did and built a tyre-life offset to his rivals in the pack. His pace was strong enough to overcut Kevin Magnussen and then make short work of Esteban Ocon once he'd taken the hards as he recovered from a slow right-front change. Hamilton's subsequent 20-second margin over the Alpine meant he didn't need to stop under the virtual safety car, but still came home 41.217s adrift of winner Charles Leclerc.

"I was just watching their race on the TV," Hamilton said of the latest Leclerc versus Verstappen wheel-to-wheel story. "I was getting a bit of a fan view of what was happening."

In the other Mercedes, George Russell recovered from his first-lap clash with Sergio Perez, which spun the Red Bull through the gravel and later resulted in its retirement and damaged the Mercedes' front wing.

Russell, who finished fourth after falling as far as 19th, felt his 5s penalty was "harsh". But it stands with the precedent of Hamilton clattering Alex Albon at the same corner in 2020. The stewards found Russell to be "wholly at fault for the incident", where they deemed Perez was "fully alongside at the entry of the turn and all the way through the manoeuvre" [he was also ahead at the apex] and that the Mexican "left sufficient room".

BIG NUMBER

43

The number of individual track-limits infractions that the FIA's monitoring systems picked up during last Sunday's GP, which led to four drivers (Pierre Gasly, Lando Norris, Zhou Guanyu and Sebastian Vettel) getting time penalties for making more than three transgressions.

DUNBAR

Albon pleased with Williams progress despite missing points

Alex Albon left Austria feeling upbeat about the potential of Williams's major car concept change after finally using it over a full grand prix distance.

Following the Silverstone crash, Williams repaired the upgrades that it was only running on Albon's car in time for the Red Bull Ring event. After being classified 16th in a battling sprint, where he clashed with Lando Norris and Sebastian Vettel (penalised for the former), Albon got stuck in again in the pack in the GP.

After running slightly adrift of McLaren's Daniel Ricciardo for much of the contest, Albon hailed how "the whole race we were more or less matching the McLarens". He slipped behind the recovering Fernando Alonso and Valtteri Bottas late on to finish 12th.

Team-mate Nicholas Latifi retired early from the GP due to damage he'd picked up in a first-lap kerb strike and from hitting debris stemming from the Sergio Perez/George Russell clash.

SUTTON

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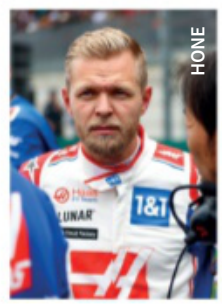
Q&A

KEVIN MAGNUSSEN
HAAS DRIVER


HONE

You finished eighth in the GP, but was more possible from starting sixth?
Well, I had an engine issue. Just a slight issue that didn't feel so good, because I was getting very nervous it would blow up. It's not the first time this year, but there was good pace in the car and, even with that slight misfire every time I went on throttle, it was still fast and I was able to still score points. Not perfect of course, but it's been a great couple of weekends. Double races with double points for the team and this weekend 14 points – sprint race points and then double points [in the GP]. It's kinda perfect for us.

When did the misfire start?
About 15 laps or so I started getting it. And it was just every time I went on the throttle and at very low revs. So, I had to use one gear lower in every corner, which wasn't ideal. But I was able to finish the race and I was praying to God that it wouldn't blow up and it didn't, so I'm very happy.

As you say, that's two cars in the points for Haas in two GPs, with no updates – what can you do when developments do come?
It is exciting, it is. But you've got to be careful with these upgrades sometimes, the other teams don't seem to have found so much with theirs. Hopefully we can find something with ours, but it's not like I'm expecting a huge change in the picture. I think if you can make a slight step forward, that's good.

How are you feeling about your F1 return at this stage?
I'm happy. We're now P7 in the [constructors'] championship and that's what we need. We need both drivers to be performing because it's tough when you're the only one scoring points. It's just better for all the team if both are performing and Mick certainly is. He has taken a big step the last two races, so it's good.

ETHERINGTON

'DISASTER' WEEKEND FOR PENALISED GASLY

Pierre Gasly was left lamenting an Austrian "disaster" after his various incidents in the main race followed his Turn 1 clash with Lewis Hamilton in the sprint, all of which he felt was underpinned by AlphaTauri's lack of development compared to its rivals.

Gasly came home 16th in the sprint (classified 15th) after recovering from the back. In the race he crossed the line in 15th, which he retained even after a five-second time addition was applied for his Turn 4 clash with Sebastian Vettel, which occurred at just past half-distance. This followed Gasly picking up the same penalty for repeatedly violating track limits, mainly running too wide out of the final corner. The Frenchman accepted his two penalties and said his contact with the Aston Martin "wasn't intentional" at what is a contentious corner. The FIA looked into Gasly not fully serving his first penalty at his second stop before deciding to apply no further action.

Gasly rued being "nowhere in terms of pace". He added: "We desperately need upgrades on the car to be able to get any decent results."

Vettel was classified last in the GP when also got a late track-limits penalty. He suspected debris from the first-lap Turn 4 crash hobbled his car. He had retired from the sprint as a precaution with bodywork damage following his clash with Alex Albon.

DUNBAR

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KEEPING COOL IS RED BULL'S AIM

The majority of Formula 1 teams unwrapped their latest raft of updates at Silverstone and so didn't have anything new in the bag for the Austrian Grand Prix. Red Bull, however, reworked its cooling package for the race on home soil.

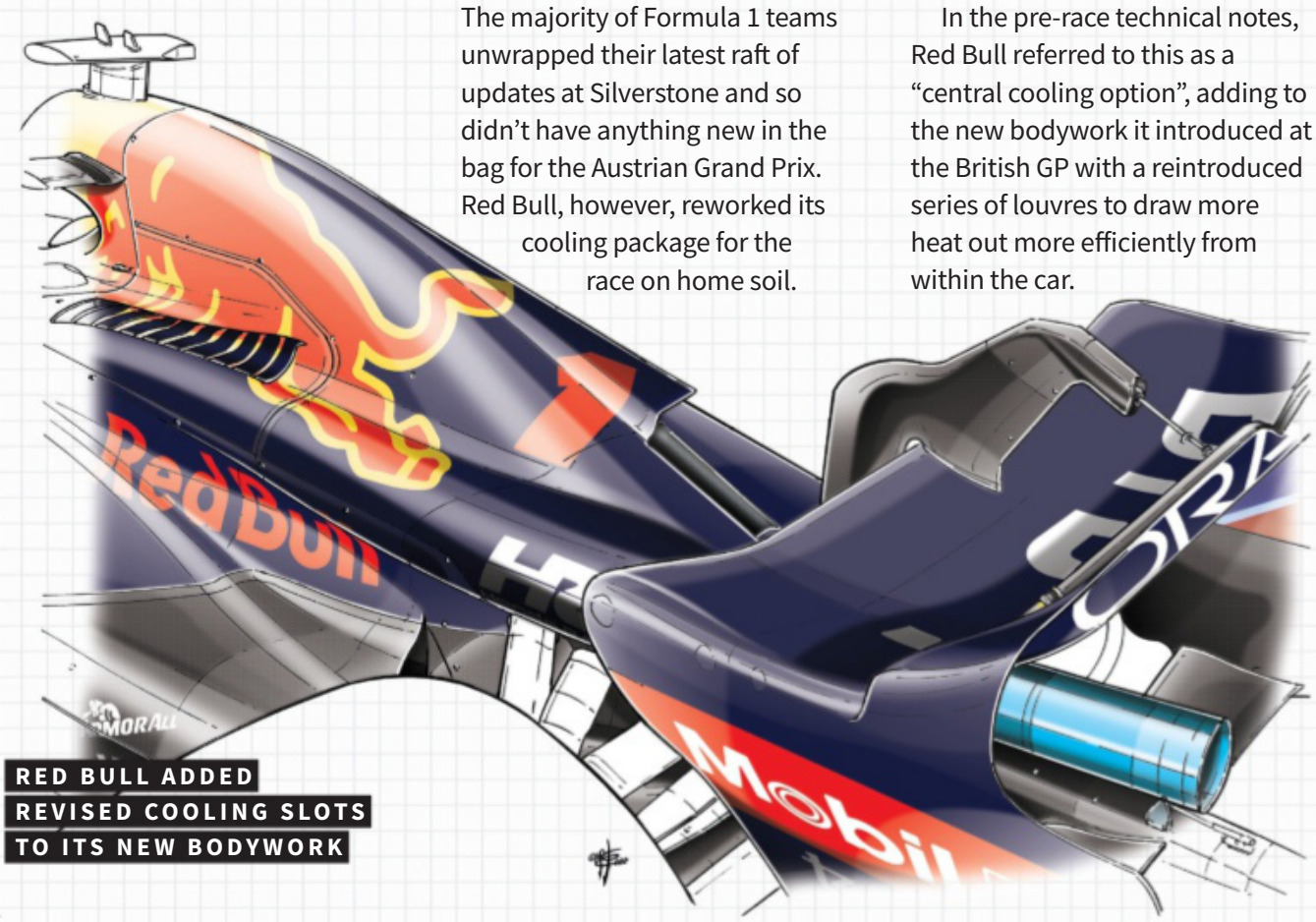
In the pre-race technical notes, Red Bull referred to this as a "central cooling option", adding to the new bodywork it introduced at the British GP with a reintroduced series of louvres to draw more heat out more efficiently from within the car.

The team also made a series of changes to the floor fences underneath the car, aiming to improve the stability of the airflow and reduce the overall load on the leading edges.

To cope with the heavy braking zones of the Red Bull Ring, the Milton Keynes squad tinkered with the brakes to ensure that there was sufficient cooling available. This included a revision to the heatshield, which gave the brake discs more clearance and allowed for a greater mass flow rate of air to enter the system and pull more heat out to ensure that the brakes would not degrade.

Red Bull's key issue in Austria was down to greater tyre degradation, ultimately sapping performance as Max Verstappen's race stints continued.

JAKE BOXALL-LEGGE



RED BULL ADDED REVISED COOLING SLOTS TO ITS NEW BODYWORK

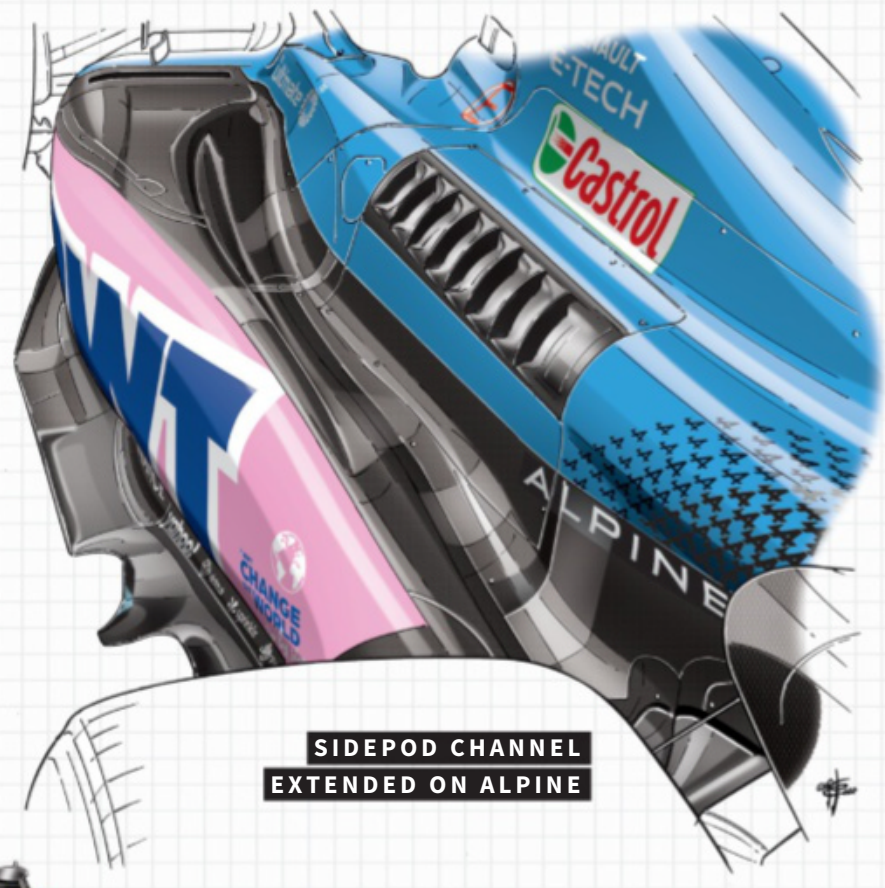
MODS IN THE MIDFIELD

With comparatively few updates at Austria, it offers a chance to review some of the other big updates brought to the party at Silverstone. Williams continued its experiments with a revised bodywork package on Alex Albon's car, having gathered precious little race data when the Anglo-Thai was caught out in a first-lap crash in the British GP.

The package included much larger sidepods with a downwashing upper surface to bring airflow to the top of the diffuser. The change in shape means that the key cooling components can be moved into the sidepods and therefore reduce the size of the bodywork above. The changes also included a new floor and front wing.

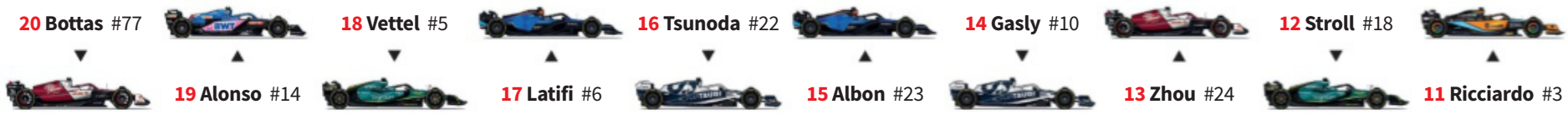
In the meantime, Alpine also had new sidepods to work with, expanding on the Ferrari-style channel it introduced earlier in the year and now extending that much further forward. This means that a greater volume of air passing over the top of the sidepods can be directed over the top of the floor to build more downforce through the difference in pressure between it and the underside. Unlike Ferrari, the team has not seen fit to place its cooling louvres within the channel, instead allowing them to draw heat out further north. When F1 introduced the rules in 2019, it offered a concept model with the U-shaped sidepods tried by McLaren in 2011, and it's interesting to see teams opt for a version of that.

JAKE BOXALL-LEGGE



SIDEPOD CHANNEL EXTENDED ON ALPINE

LARGER SIDEPODS, PLUS NEW FLOOR AND FRONT WING FOR WILLIAMS



FREE PRACTICE 1

POS	DRIVER	TIME
1	Verstappen	1m06.302s
2	Leclerc	1m06.557s
3	Russell	1m06.702s
4	Perez	1m06.839s
5	Hamilton	1m06.909s
6	Magnussen	1m06.965s
7	Sainz	1m07.039s
8	Alonso	1m07.100s
9	Schumacher	1m07.246s
10	Tsunoda	1m07.296s
11	Stroll	1m07.431s
12	Ocon	1m07.462s
13	Vettel	1m07.476s
14	Bottas	1m07.522s
15	Albon	1m07.582s
16	Gasly	1m07.592s
17	Ricciardo	1m07.743s
18	Zhou	1m07.889s
19	Latifi	1m08.149s
20	Norris	1m09.915s

WEATHER Sunny, air 22-25C track 38-42C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Sainz	1m08.610s
2	Leclerc	1m08.660s
3	Verstappen	1m08.778s
4	Alonso	1m08.832s
5	Ocon	1m08.848s
6	Perez	1m09.179s
7	Russell	1m09.240s
8	Bottas	1m09.251s
9	Hamilton	1m09.350s
10	Norris	1m09.519s
11	Stroll	1m09.525s
12	Gasly	1m09.579s
13	Vettel	1m09.602s
14	Zhou	1m09.665s
15	Schumacher	1m09.700s
16	Albon	1m09.740s
17	Ricciardo	1m09.852s
18	Magnussen	1m09.960s
19	Tsunoda	1m10.005s
20	Latifi	1m10.261s

WEATHER Cloudy, air 21-23C track 31-39C

QUALIFYING

POS	DRIVER	TIME
1	Verstappen	1m04.984s
2	Leclerc	1m05.013s
3	Sainz	1m05.066s
4	Russell	1m05.431s
5	Ocon	1m05.726s
6	Magnussen	1m05.879s
7	Schumacher	1m06.011s
8	Alonso	1m06.103s
9	Hamilton	1m13.151s
10	Gasly	1m06.160s
QUALIFYING 2		
11	Albon	1m06.230s
12	Bottas	1m06.319s
13	Perez	1m06.458s
14	Tsunoda	1m06.851s
15	Norris	1m25.847s
QUALIFYING 1		
16	Ricciardo	1m06.613s
17	Stroll	1m06.847s
18	Zhou	1m06.901s
19	Latifi	1m07.003s
20	Vettel	1m07.083s

WEATHER Sunny, air 23-25C track 30-36C

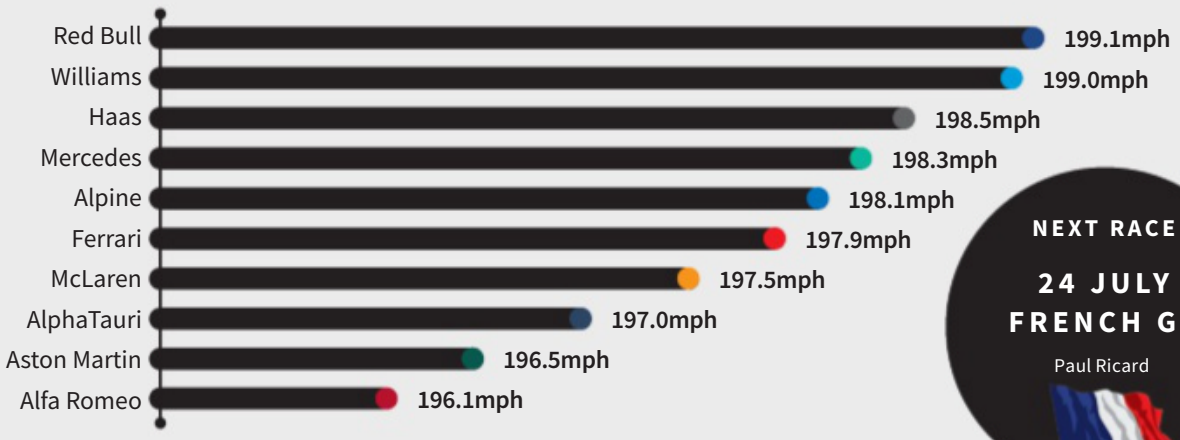
SPRINT RACE 23 LAPS – 61.63 MILES

POS	DRIVER	FINISH TIME	LED	TYRE	FASTEST LAPS
1	Verstappen	26m30.059s	23	Mn	1m08.455s
2	Leclerc	+1.675s		Mn	1m08.321s
3	Sainz	+5.644s		Mn	1m08.409s
4	Russell	+13.429s		Mn	1m08.979s
5	Perez	+18.302s		Mn	1m09.137s
6	Ocon	+31.032s		Mn	1m09.384s
7	Magnussen	+34.539s		Mn	1m09.232s
8	Hamilton	+35.447s		Mn	1m09.516s
9	Schumacher	+37.163s		Mn	1m09.457s
10	Bottas	+37.557s		Mn	1m09.674s
11	Norris	+38.580s		Mn	1m09.909s
12	Ricciardo	+39.738s		Mn	1m09.996s
13	Stroll	+48.241s		Su	1m10.295s
14	Zhou	+50.753s		Mn	1m10.165s
15	Gasly	+52.125s		Mn	1m10.409s
16	Albon	+52.412s		Sn	1m10.367s
17	Tsunoda	+54.556s		Mn	1m10.267s
18	Latifi	+1m08.694s		Sn	1m10.284s
19	Vettel	-2 laps		Su	1m10.317s
NS	Alonso	0 laps-electrical		Mn	

WEATHER Cloudy, air 25-26C track 33-37C

WINNER'S AVERAGE SPEED 139.540mph
FASTEST LAP AVERAGE SPEED 141.377mph

SPEED TRAP (QUALIFYING)



NEXT RACE
24 JULY
FRENCH GP
Paul Ricard

SEASON STATS

DRIVERS' CHAMPIONSHIP		PTS	BEST FINISH	BEST QUAL
1	Verstappen	208	1	1
2	Leclerc	170	1	1
3	Perez	151	1	1
4	Sainz	133	1	1
5	Russell	128	3	4
6	Hamilton	109	3	4
7	Norris	64	3	3
8	Ocon	52	5	5
9	Bottas	46	5	5
10	Alonso	29	5	2
11	Magnussen	22	5	4
12	Ricciardo	17	6	6
13	Gasly	16	5	6
14	Vettel	15	6	9
15	Schumacher	12	6	6
16	Tsunoda	11	7	8
17	Zhou	5	8	9
18	Albon	3	9	11
19	Stroll	3	10	10
20	Latifi	0	12	10
21	Hulkenberg	0	12	17

CONSTRUCTORS' CHAMPIONSHIP

1	Red Bull	359
2	Ferrari	303
3	Mercedes	237
4	McLaren	81
5	Alpine	81
6	Alfa Romeo	51
7	Haas	34
8	AlphaTauri	27
9	Aston Martin	18
10	Williams	3

QUALIFYING BATTLE

Hamilton	5	**6**	**Russell**
Verstappen	**8**	3	Perez
Leclerc	**9**	1	Sainz
Ricciardo	1	**9**	**Norris**
Alonso	**5**	4	Ocon
Gasly	**7**	3	Tsunoda
Vettel	**7**	2	Stroll
Stroll	**1**	**1**	**Hulkenberg**
Latifi	2	**8**	**Albon**
Zhou	3	**8**	**Bottas**
Magnussen	**9**	2	Schumacher

Qualifying head-to-head taken from usual Q1/Q2/Q3 session, not the result of sprint races

WINS

Verstappen	6
Leclerc	3
Perez	1
Sainz	1

FASTEST LAPS

Leclerc	3
Verstappen	3
Perez	2
Hamilton	1
Norris	1
Sainz	1

POLE POSITIONS

Leclerc	6
Verstappen	3
Perez	1
Sainz	1

Based on Q1/Q2/Q3 sessions, not sprint races. Events removed when one driver in a team could not record a representative time for reasons outside their control

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STARTING GRID

RACE RESULTS ROUND 11/22 (71 LAPS – 190.42 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	**Charles Leclerc** (MCO)	Ferrari	1h24m24.312s	51	Mn, Hn, Hn, Mn
2	**Max Verstappen** (NLD)	Red Bull	+1.532s	18	Mn, Hn, Hn, Mn
3	**Lewis Hamilton** (GBR)	Mercedes	+41.217s		Mn, Hn, Mn
4	**George Russell** (GBR)	Mercedes	+58.972s		Mn, Hn, Hu
5	**Esteban Ocon** (FRA)	Alpine-Renault	+1m08.436s		Mn, Hn, Hn
6	**Mick Schumacher** (DEU)	Haas-Ferrari	-1 lap/+5.300s		Mn, Hn, Hn
7	**Lando Norris** (GBR)	McLaren-Mercedes	-1 lap/+8.207s		Mn, Hn, Hn
8	**Kevin Magnussen** (DNK)	Haas-Ferrari	-1 lap/+11.616s		Mn, Hn, Hn
9	**Daniel Ricciardo** (AUS)	McLaren-Mercedes	-1 lap/+16.344s		Mn, Hn, Hn
10	**Fernando Alonso** (ESP)	Alpine-Renault	-1 lap/+18.425s		Hn, Hn, Mn, Mn
11	**Valtteri Bottas** (FIN)	Alfa Romeo-Ferrari	-1 lap/+19.975s		Mn, Hn, Hn
12	**Alexander Albon** (THA)	Williams-Mercedes	-1 lap/+24.577s		Mn, Hn, Hn
13	**Lance Stroll** (CAN)	Aston Martin-Mercedes	-1 lap/+29.477s		Mu, Hu, Mu
14	**Zhou Guanyu** (CHN)	Alfa Romeo-Ferrari	-1 lap/+31.199s		Hn, Hn, Mn
15	**Pierre Gasly** (FRA)	AlphaTauri-Red Bull	-1 lap/+38.406s		Mn, Hn, Hn
16	**Yuki Tsunoda** (JPN)	AlphaTauri-Red Bull	-1 lap/+40.140s		Hn, Mn, Hn
17	**Sebastian Vettel** (DEU)	Aston Martin-Mercedes	-1 lap/+41.832s		Hu, Mu, Mu
R	**Carlos Sainz** (ESP)	Ferrari	56 laps-engine	2	Mn, Hn, Hn
R	**Nicholas Latifi** (CAN)	Williams-Mercedes	48 laps-floor		Mn, Hn, Hn
R	**Sergio Perez** (MEX)	Red Bull	24 laps-accident damage		Mn, Hn

WEATHER Cloudy, air 20-21C track 30-32C

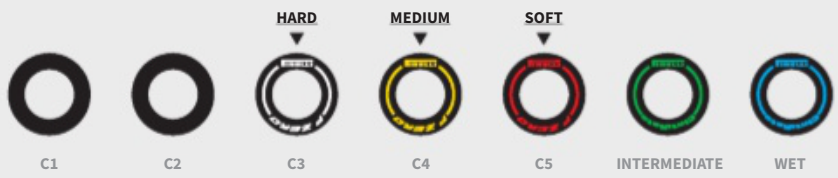
WINNER'S AVERAGE SPEED 135.361mph **FASTEST LAP AVERAGE SPEED** 143.576mph

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	**Verstappen**	1m07.275s	-	62
2	**Leclerc**	1m07.583s	+0.308s	62
3	**Alonso**	1m08.558s	+1.283s	62
4	**Sainz**	1m08.649s	+1.374s	55
5	**Hamilton**	1m09.000s	+1.725s	63
6	**Russell**	1m09.075s	+1.800s	61
7	**Bottas**	1m09.266s	+1.991s	61
8	**Norris**	1m09.304s	+2.029s	62
9	**Zhou**	1m09.380s	+2.105s	50
10	**Ocon**	1m09.559s	+2.284s	62
11	**Schumacher**	1m09.625s	+2.350s	50
12	**Albon**	1m09.669s	+2.394s	60
13	**Ricciardo**	1m09.924s	+2.649s	61
14	**Magnussen**	1m09.938s	+2.663s	61
15	**Vettel**	1m10.001s	+2.726s	70
16	**Tsunoda**	1m10.023s	+2.748s	62
17	**Stroll**	1m10.048s	+2.773s	64
18	**Gasly**	1m10.104s	+2.829s	61
19	**Latifi**	1m10.890s	+3.615s	14
20	**Perez**	1m11.843s	+4.568s	5

TYRES

KEY: **H - Hard** **M - Medium** **S - Soft** **I - Intermediate** **W - Wet** n - New set u - Used set



RACE BRIEFING

SPRINT GRID

PEREZ 10-place penalty for exceeding track limits in Q2

SPRINT

ALBON Five-second penalty and two licence points for forcing Norris off track

GRID PENALTIES

BOTTAS required to start from the back for additional power unit elements used, then required to start from the pitlane for modifications under parc ferme conditions

ALONSO required to start from the back for additional power unit elements used

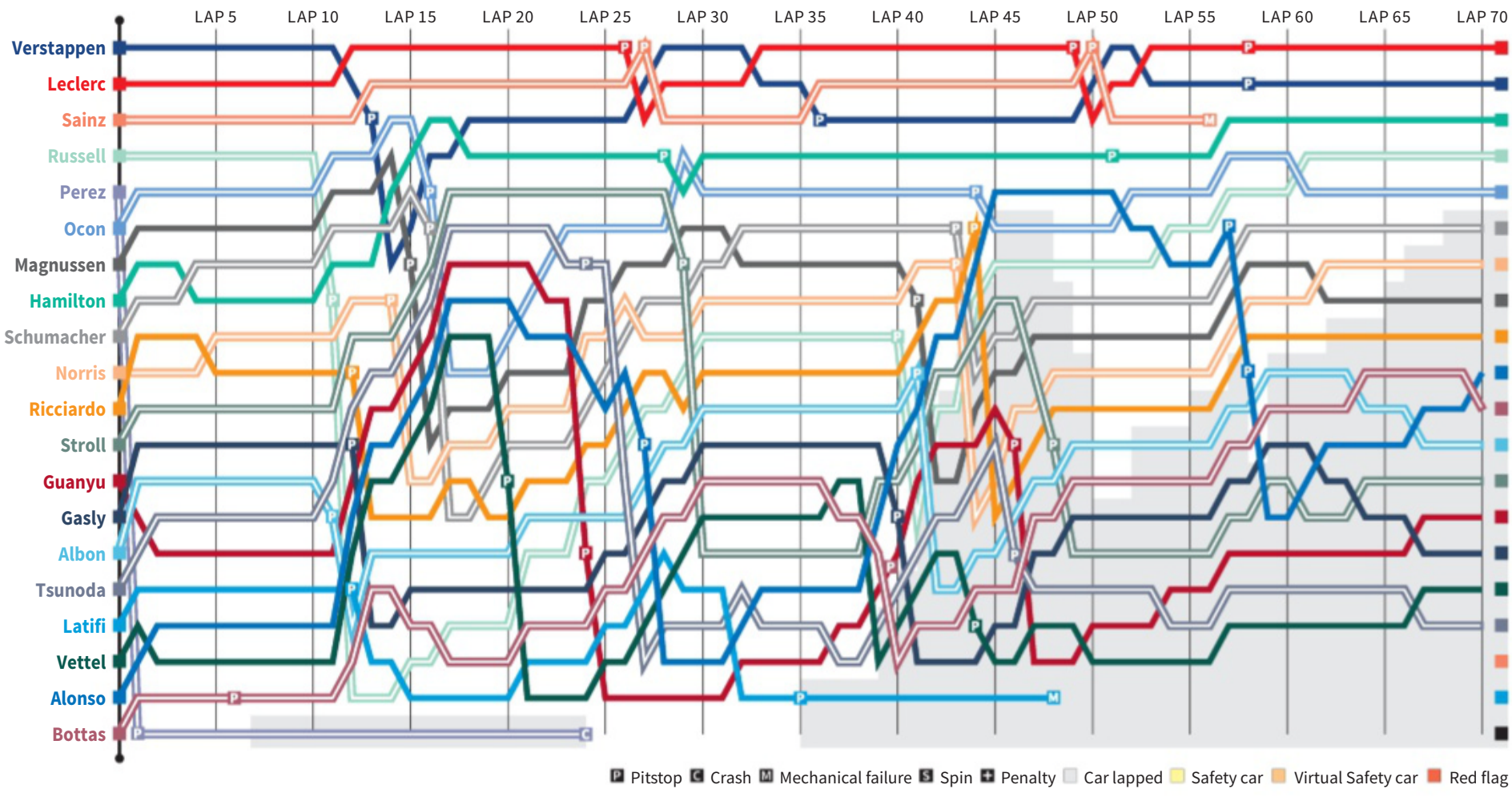
RACE PENALTIES

RUSSELL 5s penalty and two licence points for causing a collision with Perez

GASLY 5s penalty and two licence points for causing a collision with Vettel

GASLY, NORRIS, ZHOU and **VETTEL** 5s penalty and one licence point each for leaving the track without a justifiable reason multiple times

LAP CHART What happened, when



NOBODY'S PERFECT IN AUSTRIA AS LECLERC LEADS THE SCORING

The grand prix winner just misses out on a 10, the Alpine and Haas team-mates shine, and AlphaTauri has a weekend to forget

MATT KEW

MERCEDES

LEWIS HAMILTON

Started **8th** — Result **3rd**

7 To score an eight you need to have made no major errors. But as Toto Wolff implied, Hamilton carried too much speed and crashed in qualifying. So that goes down as a mistake. Caught in first-corner sprint melee but recovered to eighth. GP podium a touch fortunate, but still a top drive.

GEORGE RUSSELL

Started **4th** — Result **4th**

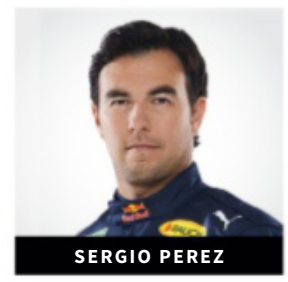
7 Was harshly penalised for turning Perez around in the GP. He ran over the inside kerb so didn't realistically have any more room, so it's not a critical blow to his rating. Climbing to fourth is a good return but, like his team-mate, his score has to be limited by the qualifying crash.

RED BULL

MAX VERSTAPPEN

Started **1st** — Result **2nd**

8 His weekend performance was a textbook eight. Final Q3 lap was messy but still worthy of pole, so no serious harm done. For the sprint and GP, nothing else could be labelled a damning error. Wheel-to-wheel battling was clean, and he scored a final result that reflected the car's pace.



SERGIO PEREZ

Started **5th** — Result **R**

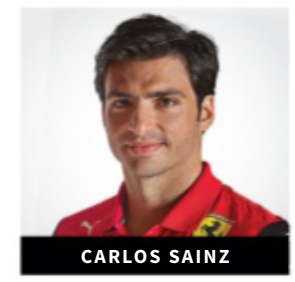
5 Was again adrift of top three in qualifying and loses further marks for track-limits abuse that meant he shouldn't have been in Q3 at all. Sprint recovery to fifth was impressive and put him in the hunt in the GP. There, he was collected by Russell to leave Red Bull without a rear gunner.

FERRARI

CHARLES LECLERC

Started **2nd** — Result **1st**

9 Not quite a 10 for not quite delivering an exceptional performance. Narrowly missing pole counts against Leclerc, although lack of team orders and subsequent delay in the sprint aren't considered his fault. Executed the GP perfectly, but not the whole weekend.



CARLOS SAINZ

Started **3rd** — Result **R**

8 Displayed strong pace beyond qualifying and would have likely passed Verstappen for second had his engine not blown. Although he was closer to Leclerc than normal, he remained a little adrift of his team-mate in the sprint whenever Leclerc wasn't conserving his tyres. Same in the GP.

McLAREN

DANIEL RICCIARDO

Started **11th** — Result **9th**

6 Flattered to deceive. Out in Q1 before Q2 brake struggles for Norris masked the gulf. Did heavy lifting on lap one of sprint to climb to 12th. The difference in GP pace between the McLarens was considerable. Started one place behind Norris and still finished in arrears despite Brit's penalty.

LANDO NORRIS

Started **10th** — Result **7th**

7 Was "scared" to hit the brakes after a fault arrived in Q2 so could have been even further ahead of Ricciardo. Like team-mate, gained all his places on first lap of sprint. In the GP, it's a black mark for copping a penalty for track-limits abuse. After qualifying, seventh was a fine turnaround.

ALPINE

FERNANDO ALONSO

Started **19th** · Result **10th**

8 Nothing to split the Alpine drivers. Alonso misses a nine or a 10 for running wide in Q3 to damage his floor and subsequently lap slower than Ocon. Never took part in the sprint thanks to an electrical issue. GP was the second time Alonso has recovered from the back row to land a point.

ESTEBAN OCON

Started **6th** — Result **5th**

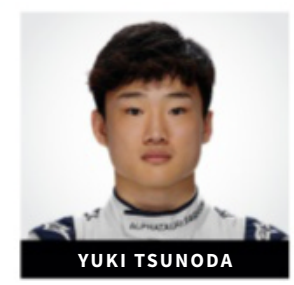
8 Oh so close to a nine were it not for Alonso's GP pace. Different strategies noted, the Spaniard was still demonstrably faster. But Ocon nevertheless outqualified his team-mate, only lost out to Perez in the sprint and kept Magnussen at bay. Then scored his best result of the year in the GP.

ALPHATAURI

PIERRE GASLY

Started **14th** Result **15th**

3 Gasly is the lowest scorer thanks to the quantity of mistakes. It was the AlphaTauri that drifted over too far in the sprint to trigger his own spin. He also tagged with Vettel in the GP to cop a 5s penalty, and was reprimanded again for straying beyond the white lines.



YUKI TSUNODA

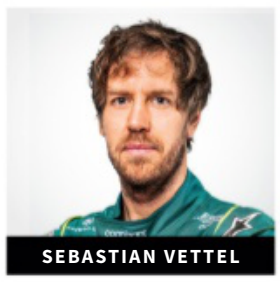
Started **16th** · Result **16th**

4 Is kept off the bottom by Gasly to complete a torrid AlphaTauri showing. Inadequately warmed the tyres to encourage big snap at Turn 1 and limit his qualifying. Then struggled with car balance in the sprint. The pace simply never arrived in GP, although made fewer headline mistakes than Gasly.

Strong points-paying performances from both Haas drivers

HONE/MOTORSPORT IMAGES

ASTON MARTIN



SEBASTIAN VETTEL

Started **18th** · Result **17th**

5 Difficult weekend to judge as it was Albon in sprint, then Gasly in GP, at fault for pitching Vettel into the gravel. Astons were downright poor in qualifying yet again, Vettel eventually ending up last after track-limits violation. He was decent in the sprint prior to the contact. Less so in the GP.

LANCE STROLL

Started **12th** Result **13th**

6 Fractionally faster than Vettel in qualifying. Sprint was highlight. Inherited places from Alonso/Zhou trouble and first-corner Gasly incident to hold his own. Managed scrubbed medium tyres well for longest opening stint of anybody in GP, then struggled to keep faster cars behind.

WILLIAMS

NICHOLAS LATIFI

Started **17th** — Result **R**

5 Qualified well in old-spec car although clumsy run through Turn 3 should be noted. Soft-tyre pace in sprint was rather uninspiring, and in the GP he innocently dived into debris shredded by Perez-Russell bash to pick up floor damage. That was exacerbated by his mistake of running over the kerbs.

ALEX ALBON

Started **15th** · Result **12th**

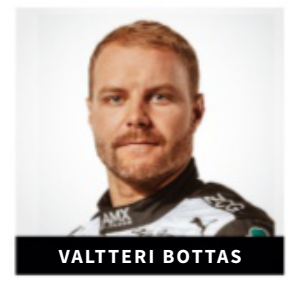
7 Deployed upgraded Williams well to qualify excellent 12th (which became 11th after Perez's demotion). Cat-like reactions avoided a spinning Gasly in sprint, but was too aggressive with Norris to cop 5s penalty. Denied anything above a seven for that mistake.

ALFA ROMEO

ZHOU GUANYU

Started **13th** · Result **14th**

5 Hampered by a lack of grip and generally adjusting to a rebuilt car in qualifying, but recovered well enough in the sprint to 14th. On Sunday, struggled with starting on hard tyres, was stuck in a DRS train and, most damaging of all to his rating, copped a penalty for track-limits abuse.



VALTTERI BOTTAS

Started **20th** · Result **11th**

7 Alfa got its set-up wrong, leaving Bottas without much balance or top speed in qualifying to clock 13th. Ace reactions to Gasly trouble in the sprint helped a climb to 10th. From a GP pitlane start, recovered very well and almost scored a point were it not for a penultimate-lap pass by Alonso.

HAAS

KEVIN MAGNUSSEN

Started **7th** — Result **8th**

8 Could have gone even quicker in Q3, but had the measure of his team-mate over a lap. Finished two spots ahead of Schumacher in the sprint, having been greatly helped by the German's defence against Hamilton to score points. GP pace deficit to sister Haas largely explained by nursing a misfire.

MICK SCHUMACHER

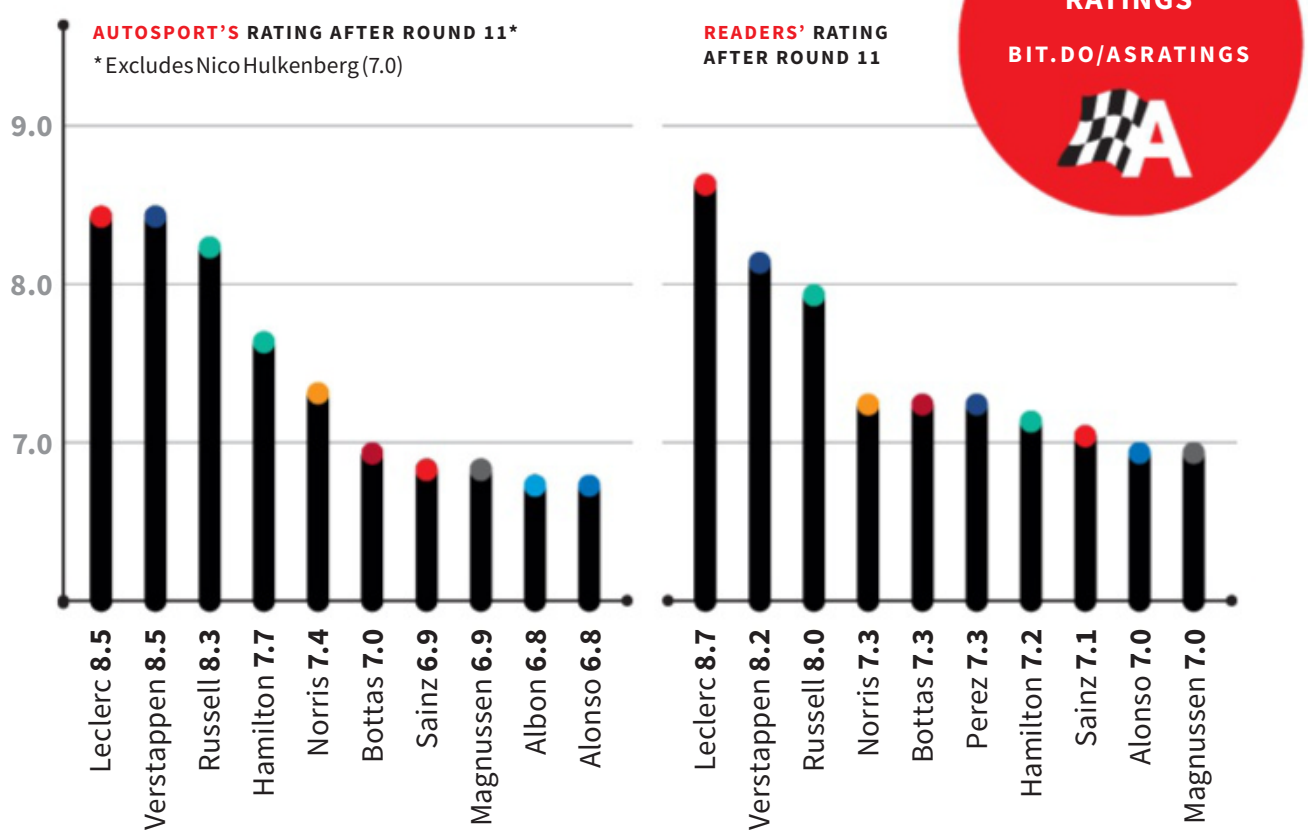
Started **9th** — Result **6th**

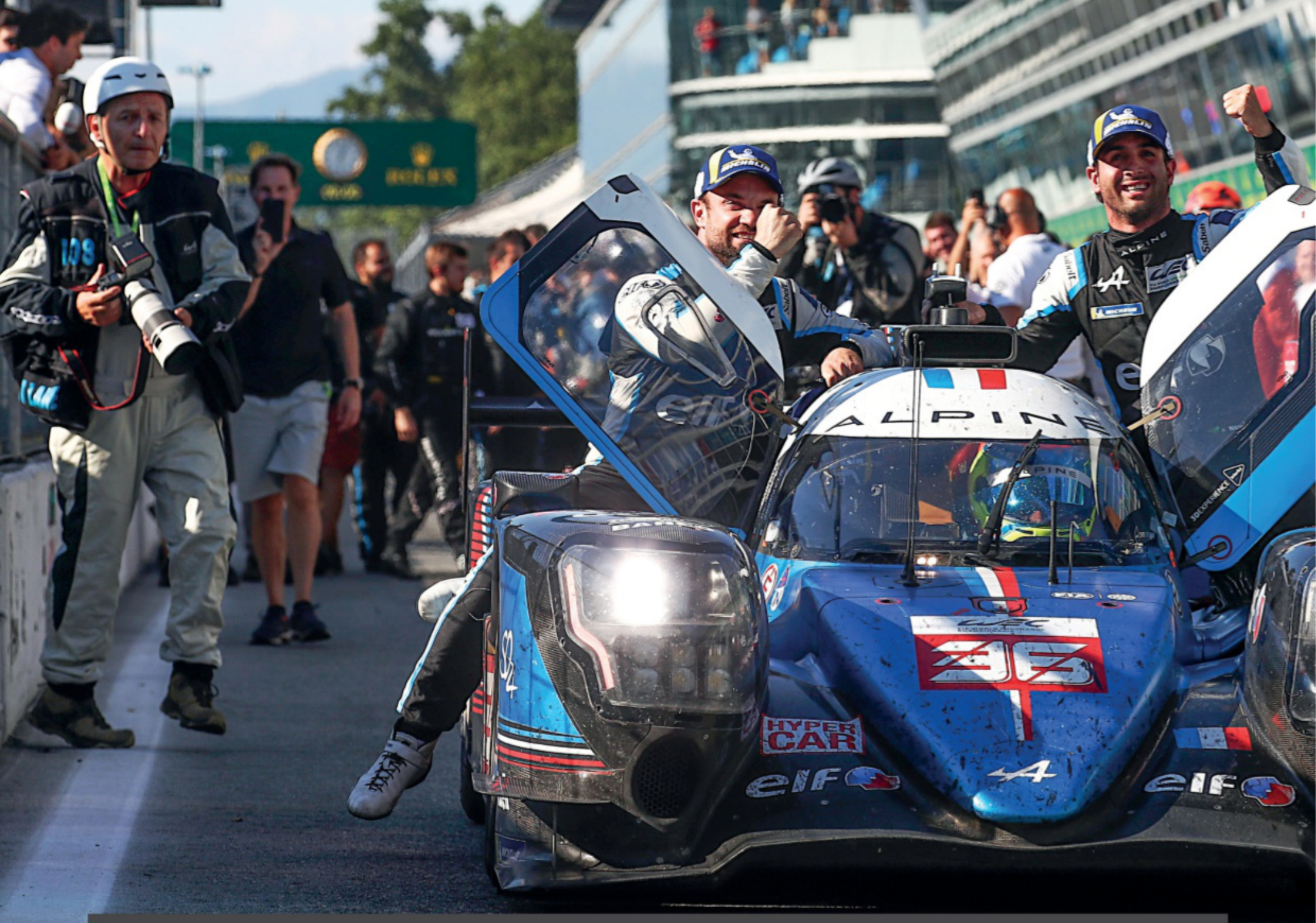
8 Was only 0.132s adrift of Magnussen in qualifying, and stoutly battled Hamilton in sprint to help his team-mate to two points. Then was faster Haas on Sunday (Magnussen engine issue considered) to score second consecutive points-paying GP finish.

TOP 10 AVERAGE RATINGS

GIVE YOUR DRIVER RATINGS

BIT.DO/ASRATINGS





WEC MONZA

Peugeot arrives, Glickenhaus stars, Alpine wins

There was plenty to watch at Monza, including a clash that helped Alpine defeat Toyota

GARY WATKINS

Relive this race at motorsport.tv

Last weekend's Monza 6 Hours was packed full of high drama. The fastest thing in the place went out with a smoky turbo failure, and the two cars fighting for the lead as the final hour approached came together at high speed on the start/finish straight. The Signatech-run Alpine squad ultimately came out of that battle with Toyota to record a second victory of the 2022 World Endurance Championship, a race that the Glickenhaus should by rights have won.

The Glickenhaus-Pipo 007 LMH had a clear performance advantage over the rest of the Hypercar pack around the Autodromo Nazionale di Monza, almost certainly enough for Romain Dumas, Pipo Derani and Olivier Pla to come back from a drivethrough penalty to win. The engine failure that followed turned round four of the 2022 WEC into a Toyota-versus-Alpine battle on a day when the debuting Peugeot showed promise but ultimately wasn't a contender.

The pair of Toyota GR010 HYBRIDS ran 1-2 as the five-hour mark approached, but the Alpine-Gibson A480 with Matthieu Vaxiviere aboard was on a charge. The grandfathered LMP1 car co-driven by Nicolas Lapierre and Andre Negrao was the slightly faster car on Sunday, though not necessarily the more raceable machine. The lighter but less powerful old-style prototype has never been a match for the Le Mans Hypercars on the straights, and that meant overtaking was never going to easy.

Time after time Vaxiviere got a run on the Toyotas out of the

Vaxiviere, Negrao and Lapierre celebrate Alpine's second victory of 2022

ALL PHOTOGRAPHY: JEP motorsport IMAGES

PORSCHE BEATS FERRARI IN GTE AM

Harry Tincknell, Sebastian Priaulx and Christian Ried took their second GTE Am victory of the season, and Monza, like Spa in May, was another last-gasp affair for the Dempsey Proton trio. Tincknell (below) took the lead in the final Full Course Yellow period just before the five-hour mark and pushed on aboard his Porsche 911 RSR to extend the lead in the knowledge that he would have to make a late splash.

The Briton had taken over at the front when the Iron Dames Ferrari 488 GTE Evo that led more laps than any other car in class stopped a lap later just as the caution was ending. That meant an advantage of a second or so for Rahel Frey turned into a deficit of 26s for Michelle Gatting.

Tincknell, who was initially instructed to save fuel, had more than enough in hand when he splashed at the end, though Gatting subsequently came in for what was a precautionary stop in the car that Sarah Bovy had put on the class pole.

The TF Sport Aston Martin Vantage GTE that triggered the only safety car of the race might have been in the mix but for its dramatic exit from the race. Ben Keating led a chunk of the opening two hours before a 50s stop/go for speeding in the pitlane. Henrique Chaves was on his first flying lap after taking the penalty when he lost the front brakes and went off at the second chicane, the car taking off as it went sideways across the plastic kerbs.

Parabolica. He'd taken three or four goes to get past Ryo Hirakawa in the #8 Toyota for second, but once ahead closed down the one-second deficit to Kamui Kobayashi in #7 in the space of a lap.

Vaxiviere got more or less alongside past the pits before the Toyota nibbled back ahead. Approaching the braking area for the first chicane Kobayashi eased infinitesimally over on his rival. There was a left-front to right-rear contact, the nose of the Alpine shredding the affected tyre of the Toyota, which then went straight on when it reached the Rettifilo. The slow lap back to the pits for Kobayashi, who shared #7 as usual with Mike Conway and Jose Maria Lopez, lost it the better part of a lap, and then a 90s stop/go penalty for causing a collision dropped it fully two laps down at the chequered flag.

Hirakawa was just 0.5s behind Vaxiviere after the coming-together, but the #8 Toyota co-driven by Sebastien Buemi and Brendon Hartley didn't have the pace to mount a challenge. The gap went out to as much as six seconds over the final hour before ending up at 2.8s.

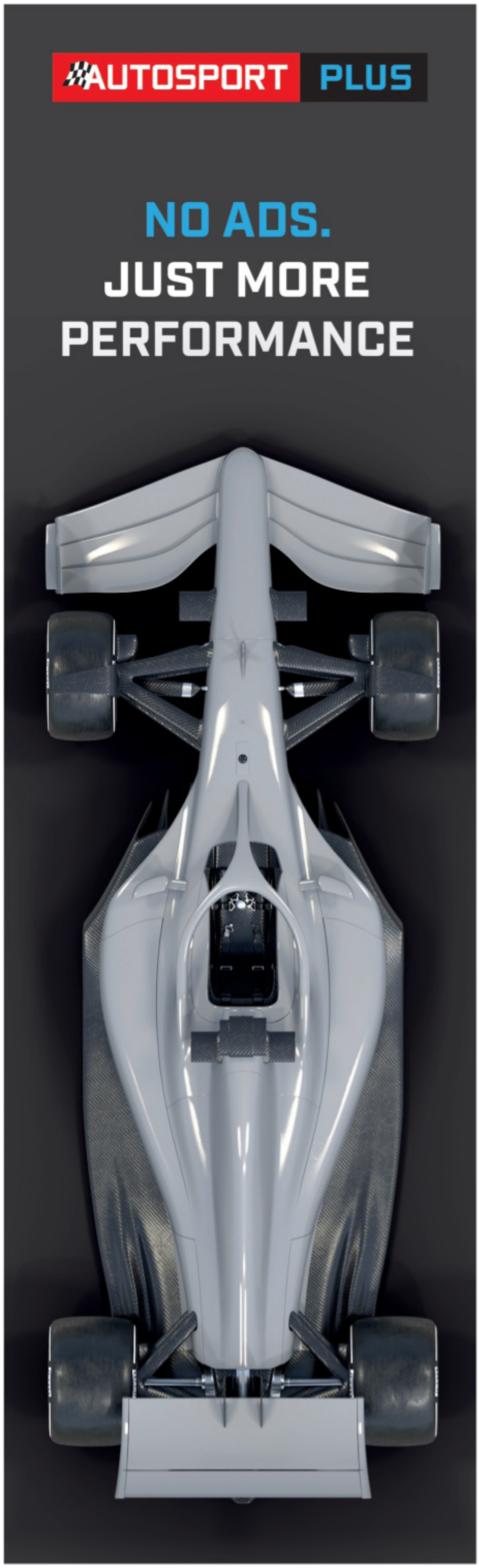
The Japanese driver had fought a solid rearguard action in his efforts to keep Vaxiviere behind. The Frenchman had led Hirakawa into the penultimate round of stops at which they both took on fresh rubber. Kobayashi didn't and leapfrogged into the lead, while the second Toyota got ahead of the Alpine through Curva Grande on their out-laps.

Hirakawa had repeatedly been able to repel Vaxiviere's advances via the inside line through Parabolica. The Alpine driver then changed tactics: he opted to go for the outside line and it worked at the first attempt. Vaxiviere got enough of a run to maintain the lead into the first chicane and then set off after Kobayashi.

"Hirakawa understood what I was trying to do and started slowing me down in the last corner, so I decided to go for the outside," said Vaxiviere, who reckoned there were three contacts with the #8 Toyota before the dramatic one with #7: "Maybe it went a bit too far at some points, but it was a good fight. We were doing the same lap times, but in a different way: they were faster on the straights and we were faster in the corners."

Kobayashi described the contact as a "misunderstanding". He correctly pointed out that he made no sudden movement and said that he had been holding his line on the run to Rettifilo to indicate that he wanted to move to the right.

The Alpine was faster than the Toyota last weekend, though only by a tenth or so. The ORECA design that started off as the Rebellion R-13 had received a Balance of Performance break for Monza in the form of an extra 11kW from the level at which it raced at the Le Mans 24 Hours last month. Significantly the A480 could also »



Pole-starting Glickenhaus looked set to win until turbo failure

match the Toyota on stint length, which meant there was no need for the extra stop or stops that have hurt its chances in the past.

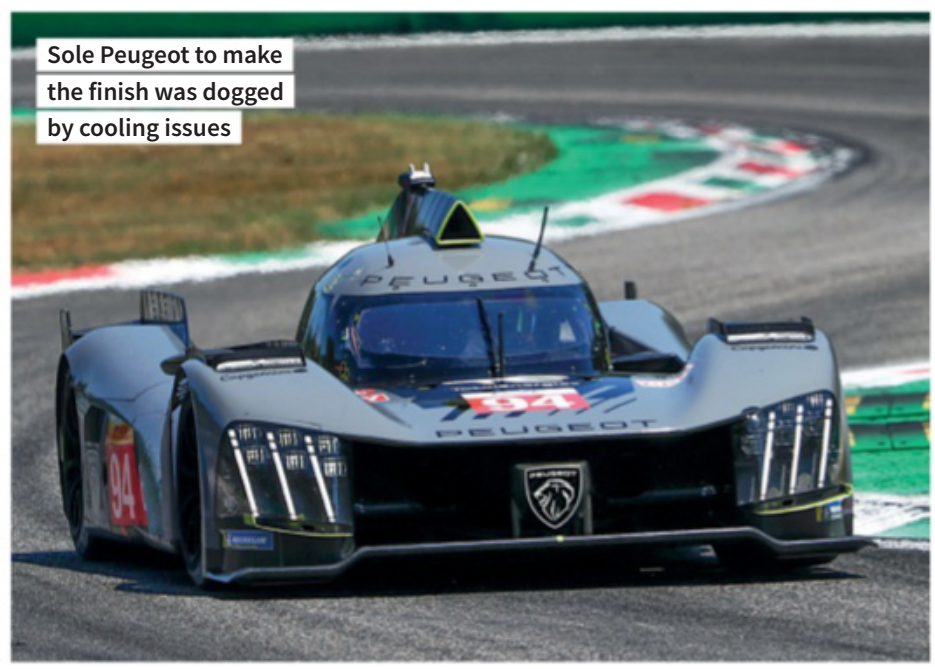
Toyota was less keen than ever to discuss the BoP after the race at Monza. Pascal Vasselon, technical director at Toyota Gazoo Racing Europe, did express some satisfaction with second and third positions with what he described as a "slow car" in the face of opposition from two machines that had been given more power: the Glickenhaus was up 13kW (or 17-18bhp). The TGR team, he insisted, had done a perfect job with the tools available to it.

The #8 GR010 was hit with a brake-by-wire systems issue as early as the second hour. The team had to switch to hydraulic activation while Buemi pressed the buttons and twiddled the knobs as directed before service as usual was restored after a couple of laps. The Swiss lost 10 or so seconds as a result of the problem, but a safety car midway through hour three allowed #8 to get back on terms. "We managed the situation very well," said Vasselon. "It is something we prepare for in testing, but doing it in the race is something different. We were happy that we did not lose much time."

While Glickenhaus and the Alpine had gained under the BoP for Monza, Toyota was running to a new spec that took away some performance. New rules intended for 2023 when the two-wheel-drive LMDh hybrids arrive in the WEC will ban any kind of torque control in the front differential of four-wheel-drive LMHs.

It was agreed by Toyota and Peugeot some time early in the year that they would run with what is essentially an open diff from Monza to prepare for next season. With the change has come a loss of stability under braking, though it wasn't something that Vasselon wanted to quantify in terms of lap time.

He sportingly offered commiserations to Glickenhaus for the failure that put it out of the race early in the fourth hour. "It is a



Sole Peugeot to make the finish was dogged by cooling issues

“It is a shame for them, because they are putting so much effort in. They were able to win this race”

shame for them, because they really are putting so much effort in,” said Vasselon. “They were really able to win this race.”

Dumas had plonked the Glickenhaus on pole by a whopping 0.9s, something that Vasselon insisted came as no surprise. He said it corresponded to the half-second margin Pla had in qualifying at Spa in May “plus the BoP on top”.

Glickenhaus achieved something it had never achieved before since joining the WEC. It knitted together the kind of coherent race required of a winner, at least until the engine issue. The 007 was also consistent on its tyres across a double stint, which has not always been the case in the past.

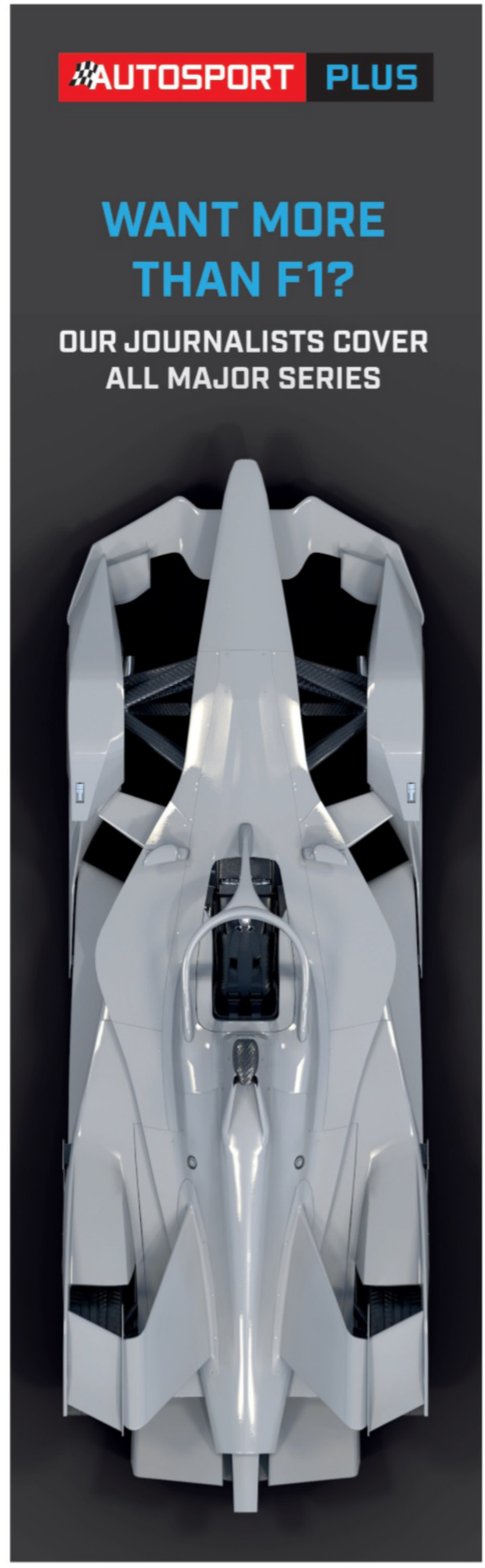
“We did nothing wrong in any department: the mechanics were perfect at every pitstop and we made the right strategy calls,” said technical director Luca Ciancetti. “And we had good pace over a double stint: in Pipo’s second stint the #7 Toyota was on new tyres and we were on old tyres and we were not doing too badly.”

Dumas had raced away into a clear lead from the start: he was more than seven seconds ahead of Buemi in second after seven laps, while the lead stood at a shade over 50s after two and a half hours. That was wiped out by the safety car that followed Henrique Chaves rolling the TF Sport Aston Martin at the second chicane. Derani had incurred a drivethrough penalty for going over the 80km/h (50mph) FCY speed limit, which Pla took shortly after the race went green. Five laps later, smoke started billowing from the right side exhaust.

The Frenchman was 30s off the lead at the time, and Ciancetti reckoned the car had the pace to get back on terms with the leaders. “We were thinking it was still possible to win,” he said. “By keeping running at the pace we had at the beginning, we would have been fighting for the win.”

Peugeot got one of its new 9X8s to the finish, albeit 25 laps off the lead, while the other went out early with what were described by technical director Olivier Jansonnie as “car system problems”. He wouldn’t elaborate, because the exact nature of the trouble wasn’t clear, though a turbo boosting issue was at least part of it.

The Peugeot that finished, the #94 car shared by Loic Duval, Gustavo Menezes and James Rossiter, did show flashes of speed in between some longish stops to rectify cooling issues caused by track debris: it was only seven or so tenths off the pace on the averages. “I think we showed some quite good lap times,” said Jansonnie, “so we are happy with that. It was a tough race for us. We came here to learn and I think we learned a lot.” »



FRUGAL TANDY WINS GTE PRO FOR CORVETTE

Nick Tandy and Tommy Milner looked slightly bemused as they celebrated a first WEC GTE Pro victory outside of the Le Mans 24 Hours for Chevrolet. The solo Corvette C8.R had inherited the victory when the Ferrari 488 GTE Evo shared by Miguel Molina and Antonio Fuoco came in for a splash with two minutes left on the clock. Yet their bewilderment at the Italian marque's need for a stop was matched by Ferrari's surprise that its rival didn't.

The final full-course yellow with an hour and four minutes to go turned this one into a fuel-mileage race. GTE Pro cars struggle to do much more than an hour on a tank of gas, especially on a quick track like Monza. Tandy, who was in the 'Vette for the final two stints, had to go into fuel-save mode to make the finish, but he still reckoned the smart money was on the AF Corse Ferrari ahead of him.

"It turned into a fuel-mileage race with the safety car, because it wasn't clear if everyone could go to the end on two stops," explained Tandy. "The last FCY made it worse. We knew if we had to pit it would be game over for us, so I had to go super-aggressive on fuel saving. We didn't think the Ferraris would have to pit, so when we saw them go in, happy days!"

Super-aggressive fuel saving paid off for Chevy crew

The splash for the highest-placed Ferrari left it 19s down on the Corvette Racing entry at the chequered flag, while the sister car shared by Alessandro Pier Guidi and James Calado was third after also taking on fuel at the death. "Shocked" was the word an incredulous Calado used to describe Tandy's ability to get to the end.

Calado and Pier Guidi should have won this race on a day when the Ferrari was the quicker car after a Balance of Performance break ahead of the race. There hadn't been enough dry laps at Spa back in May for the auto BoP to kick in for Monza, but the FIA and the Automobile Club de l'Ouest made a so-called black ball change that gave the 488 an extra 12 to 14bhp according to Ferrari's calculations.

They lost out courtesy of a penalty for a procedural error: teams are meant to hand over data collected on a USB stick to the organisers, but somehow this task was forgotten and the car received a five-second stop/go in the penultimate hour.

Pier Guidi had to fight back past Kevin Estre's Porsche to take the final podium spot. It was a tetchy battle in which there were multiple contacts for which the Frenchman was handed a drivethrough (a separate incident with the #28 Jota ORECA LMP2 was also taken into account).

The Corvette definitely wouldn't have beaten the quicker of the two Ferraris, but it might have bested Molina/Fuoco. Tandy was between the two 488s until the first full fuel stops, only for what was described as a "miscommunication" to cost him 15s and second position.

Porsche brought up the rear of the GTE Pro pack in fourth and fifth positions, Estre and Michael Christensen ahead of Gianmaria Bruni and Frederic Makowiecki, who came into the line-up after Richard Lietz tested positive for COVID. The 911 RSR wasn't in the game last weekend and team principal Alex Stehlig wasn't very happy about it.

"The tyres worked as they should and the drivers liked the balance, but we didn't have the pace," he said. "If you look at the BoP change and power that Ferrari have said that they have gained, that is exactly what we were missing."

Ferraris were quick following BoP break

"Lesson learned" for Habsburg after mid-race moments

WRT TOPS LMP2 DESPITE DRAMA

Ferdinand Habsburg, Norman Nato and Rui Andrade claimed LMP2 honours at Monza, and deservedly so. The Realteam by WRT trio were the quickest combination, but a couple of mid-race moments from Habsburg meant they made life difficult for themselves on the way to a 12s triumph over the Le Mans 24 Hours-winning Jota entry shared by Antonio Felix da Costa, Will Stevens and Roberto Gonzalez.

Habsburg was at the front of the pack when the race went green after the lone safety car, though crucially with three-stint-old tyres on each corner of his ORECA-Gibson 07. He made one mistake at the Rettifilo, losing a couple of positions, and then had a massive moment coming out of the Ascari Chicane that dropped him all the way down to seventh in class.

"I hit the bump exiting Ascari; I was trying to be too aggressive to stay ahead of the cars on new tyres," he explained. "It was a lesson learned: you shouldn't be defending like a maniac in that situation."

The WRT car had the pace to come back to the front, and Habsburg was shadowing class leader Stevens when they made their final stops. The Austrian needed less fuel and jumped the Jota ORECA in the pits.

The mid-race safety car was key to getting the lead Jota entry back into the game. The car had a lot of ground to make up thanks to starting right from the back after being penalised for an unsafe release in qualifying.

Vector Sport delivered on its potential with a first P2 podium in only its fourth start.

Trouble-free run for Vector delivered podium

The team finally had a trouble-free race with the car shared by Sebastien Bourdais, Nico Muller and Ryan Cullen.

Misfortune for others certainly aided Vector's cause. The second quickest car last weekend was the #22 United Autosports ORECA that Filipe Albuquerque had put on the class pole. A broken throttle sensor when Phil Hanson took over the car started by Will Owen resulted in a 14-minute stop for repairs that left them second to last in the 14-car class.

Jota just might have won this race with its second ORECA, crewed by Jonathan Aberdein, Ed Jones and Oliver Rasmussen. Aberdein was running just ahead of Habsburg in the final hour when there was what can best be described as an unusual contact with Kevin Estre's Porsche between the two Lesmo Curves. He was able to resume but brought the car home two laps in arrears.

Prema, too, were contenders with Robert Kubica, Louis Deletraz and Lorenzo Colombo. The safety car undid Deletraz's good work triple-stinting a set of Goodyears, and then a clash for Kubica with Paul-Loup Chatin in the Richard Mille ORECA at the first chicane resulted in a drivethrough that left the Le Mans runners-up sixth at the finish.

The other WRT entry of Robin Frijns, Rene Rast and Sean Gelael needed repairs for a water leak, while the second United car shared by Alex Lynn, Oliver Jarvis and Josh Pierson was another to come through from the back of the grid, although it only made it as high as fifth behind the Inter Europol ORECA shared by Alex Brundle, Esteban Gutierrez and Jakub Smiechowski.

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RESULTS WORLD ENDURANCE CHAMPIONSHIP ROUND 4/6, MONZA 6 HOURS (ITA), 10 JULY (194 LAPS – 698.323 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Matthieu **Vaxiviere** (FRA) Andre **Negrao** (BRA) Nicolas **Lapierre** (FRA)	Alpine Elf Endurance Team (Signatech)	Alpine-Gibson A480	Hypercar	6h00m47.738s
2	Sebastien **Buemi** (CHE) Brendon **Hartley** (NZL) Ryo **Hirakawa** (JPN)	Toyota Gazoo Racing	Toyota GR010 HYBRID	Hypercar	+2.762s
3	Jose Maria **Lopez** (ARG) Mike **Conway** (GBR) Kamui **Kobayashi** (JPN)	Toyota Gazoo Racing	Toyota GR010 HYBRID	Hypercar	-2 laps
4	Rui **Andrade** (PRT) Ferdinand **Habsburg** (AUT) Norman **Nato** (FRA)	Realteam by WRT	ORECA-Gibson 07	LMP2	-6 laps
5	Will **Stevens** (GBR) Roberto **Gonzalez** (MEX) Antonio **Felix da Costa** (PRT)	Jota	ORECA-Gibson 07	LMP2	-6 laps
6	Ryan **Cullen** (IRL) Nico **Muller** (CHE) Sebastien **Bourdais** (FRA)	Vector Sport	ORECA-Gibson 07	LMP2	-6 laps
7	Jakub **Smiechowski** (POL) Alex **Brundle** (GBR) Esteban **Gutierrez** (MEX)	Inter Europol Competition	ORECA-Gibson 07	LMP2	-6 laps
8	Alex **Lynn** (GBR) Oliver **Jarvis** (GBR) Josh **Pierson** (USA)	United Autosports	ORECA-Gibson 07	LMP2	-6 laps
9	Louis **Deletraz** (CHE) Robert **Kubica** (POL) Lorenzo **Colombo** (ITA)	Prema ORLEN Team	ORECA-Gibson 07	LMP2	-6 laps
10	Steven **Thomas** (USA) James **Allen** (AUS) Rene **Binder** (AUT)	Algarve Pro Racing	ORECA-Gibson 07	LMP2	-7 laps
11	Francois **Heriau** (FRA) Jean-Baptiste **Lahaye** (FRA) Matthieu **Lahaye** (FRA)	Ultimate	ORECA-Gibson 07	LMP2	-7 laps
12	Francois **Perrodo** (FRA) Nicklas **Nielsen** (DNK) Alessio **Rovera** (ITA)	AF Corse	ORECA-Gibson 07	LMP2	-7 laps
13	Oliver **Rasmussen** (DNK) Ed **Jones** (ARE) Jonathan **Aberdein** (ZAF)	Jota	ORECA-Gibson 07	LMP2	-8 laps
14	Miro **Konopka** (SVK) Tijmen **van der Helm** (NLD) Mathias **Beche** (CHE)	ARC Bratislava	ORECA-Gibson 07	LMP2	-8 laps
15	Nick **Tandy** (GBR) Tommy **Milner** (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C8.R	GTE Pro	-13 laps
16	Antonio **Fuoco** (ITA) Miguel **Molina** (ESP)	AF Corse	Ferrari 488 GTE Evo	GTE Pro	-13 laps
17	Alessandro **Pier Guidi** (ITA) James **Calado** (GBR)	AF Corse	Ferrari 488 GTE Evo	GTE Pro	-13 laps
18	Kevin **Estre** (FRA) Michael **Christensen** (DNK)	Porsche GT Team (Manthey)	Porsche 911 RSR	GTE Pro	-13 laps
19	Gianmaria **Bruni** (ITA) Frederic **Makowiecki** (FRA)	Porsche GT Team (Manthey)	Porsche 911 RSR	GTE Pro	-14 laps
20	Christian **Ried** (DEU) Seb **Priaulx** (GBR) Harry **Tincknell** (GBR)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-15 laps
21	Sean **Gelael** (IDN) Robin **Frijns** (NLD) Rene **Rast** (DEU)	Team WRT	ORECA-Gibson 07	LMP2	-16 laps
22	Sarah **Bovy** (BEL) Rahel **Frey** (CHE) Michelle **Gatting** (DNK)	Iron Dames (Iron Lynx)	Ferrari 488 GTE Evo	GTE Am	-16 laps
23	Will **Owen** (USA) Phil **Hanson** (GBR) Filipe **Albuquerque** (PRT)	United Autosports	ORECA-Gibson 07	LMP2	-16 laps
24	Niki **Leutwiler** (CHE) Matteo **Cairoli** (ITA) Mikkel **Overgaard Pedersen** (DNK)	Team Project 1	Porsche 911 RSR	GTE Am	-16 laps
25	Claudio **Schiavoni** (ITA) Matteo **Cressoni** (ITA) Giancarlo **Fisichella** (ITA)	Iron Lynx	Ferrari 488 GTE Evo	GTE Am	-16 laps
26	Franck **Dezoteux** (FRA) Pierre **Ragues** (FRA) Gabriel **Aubry** (FRA)	Spirit of Race (AF)	Ferrari 488 GTE Evo	GTE Am	-17 laps
27	Fred **Poordad** (USA) Patrick **Lindsey** (USA) Jan **Heylen** (BEL)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-17 laps
28	Christoph **Ulrich** (CHE) Simon **Mann** (USA) Toni **Vilander** (FIN)	AF Corse	Ferrari 488 GTE Evo	GTE Am	-17 laps
29	Paul **Dalla Lana** (CAN) David **Pittard** (GBR) Nicki **Thiim** (DNK)	Northwest AMR (Prodrive)	Aston Martin Vantage GTE	GTE Am	-17 laps
30	Thomas **Flohr** (CHE) Francesco **Castellacci** (ITA) Nick **Cassidy** (NZL)	AF Corse	Ferrari 488 GTE Evo	GTE Am	-17 laps
31	Brendan **Iribe** (USA) Ollie **Millroy** (GBR) Ben **Barnicoat** (GBR)	Team Project 1	Porsche 911 RSR	GTE Am	-18 laps
32	Tomonobu **Fujii** (JPN) Satoshi **Hoshino** (JPN) Charlie **Fagg** (GBR)	D'Station Racing (TF)	Aston Martin Vantage GTE	GTE Am	-23 laps
33	Loic **Duval** (FRA) Gustavo **Menezes** (USA) James **Rossiter** (GBR)	Peugeot TotalEnergies	Peugeot 9X8	Hypercar	-25 laps
34	Michael **Wainwright** (GBR) Riccardo **Pera** (ITA) Ben **Barker** (GBR)	GR Racing	Porsche 911 RSR	GTE Am	-31 laps
35	Charles **Milesi** (FRA) Lilou **Wadoux** (FRA) Paul-Loup **Chatin** (FRA)	Richard Mille Racing Team (Signature)	ORECA-Gibson 07	LMP2	-48 laps
R	Romain **Dumas** (FRA) Olivier **Pla** (FRA) Pipo **Derani** (BRA)	Glickenhaus Racing	Glickenhaus-Pipo 007 LMH	Hypercar	96 laps-turbo
R	Ben **Keating** (USA) Henrique **Chaves** (PRT) Marco **Sorensen** (DNK)	TF Sport	Aston Martin Vantage GTE	GTE Am	73 laps-accident
R	Mikkel **Jensen** (DNK) Paul **di Resta** (GBR) Jean-Eric **Vergne** (FRA)	Peugeot TotalEnergies	Peugeot 9X8	Hypercar	46 laps-car systems

In each car, first-named driver started race. **Winners' average speed** 116.130mph. **Fastest lap** **Dumas** 1m36.589s, 134.161mph.

LMP2 **Deletraz** 1m39.757s, 129.901mph.
GTE Pro **Pier Guidi** 1m45.947s, 122.311mph.
GTE Am **Barker** 1m47.523s, 120.519mph.

QUALIFYING

1 Dumas 1m35.416s; 2 **Hartley** 1m36.335s; 3 **Lapierre** 1m36.489s; 4 **Kobayashi** 1m36.919s; 5 **Menezes** 1m37.253s; 6 **Albuquerque** 1m38.403s; 7 **Beche** 1m38.731s; 8 **Habsburg** 1m38.780s; 9 **Rovera** 1m38.817s; 10 **Allen** 1m39.122s; 11 **Kubica** 1m39.203s; 12 **Bourdais** 1m39.481s; 13 **Frijns** 1m39.654s; 14 **Milesi** 1m39.682s; 15 **Gutierrez** 1m39.692s; 16 **M Lahaye** 1m40.387s; 17 **Aberdein** 1m44.763s; 18 **Pier Guidi** 1m45.270s; 19 **Tandy** 1m45.324s; 20 **Fuoco** 1m45.328s; 21 **Bruni** 1m45.804s; 22 **Christensen** 1m46.024s; 23 **Bovy** 1m47.431s; 24 **Keating** 1m47.658s; 25 **Ried** 1m48.206s; 26 **Ulrich** 1m48.296s; 27 **Flohr** 1m48.406s; 28 **Dalla Lana** 1m48.534s; 29 **Iribe** 1m48.813s; 30 **Wainwright** 1m48.842s; 31 **Hoshino** 1m48.957s; 32 **Leutwiler** 1m48.966s; 33 **Dezoteux** 1m49.990s; 34 **Poordad** 1m50.221s; 35 **Schiavoni** 1m50.296s; 36 **Lynn** NT; 37 **Stevens** NT; 38 **Jensen** NT.

CHAMPIONSHIP

Hypercar drivers

1 Negrao/Vaxiviere/Lapierre 106; 2 **Hartley/Hirakawa/Buemi** 96; 3 **Lopez/Kobayashi/Conway** 76; 4 **Pla/Dumas** 70; 5 **Derani** 47; 6 **Ryan Briscoe** 23.

Hypercar manufacturers

1 Toyota 121; 2 **Alpine** 106; 3 **Glickenhaus** 70; 4 **Peugeot** 12.

LMP2 drivers

1 da Costa/Gonzalez/Stevens 95; 2 **Pierson/Jarvis** 76; 3 **Habsburg/Nato/Andrade** 68; 4 **Colombo/Deletraz/Kubica** 68; 5 **Rast/Frijns/Gelael** 53; 6 **Jones/Aberdein/Rasmussen** 46.

LMP2 Pro/Am drivers

1 Allen/Binder/Thomas 116; 2 **Rovera/Nielsen/Perrodo** 114; 3 **Lahaye/Lahaye/Heriau** 84; 4 **Konopka** 60.

GTE drivers

1 Pier Guidi/Calado 95; 2 **Bruni** 94; 3 **Estre/Christensen** 93; 4 **Richard Lietz** 84; 5 **Fuoco/Molina** 75; 6 **Tandy/Milner** 65.

GTE manufacturers

1 Porsche 187; 2 **Ferrari** 173; 3 **Chevrolet** 65.

GTE Am drivers

1 Keating/Sorensen 97; 2 **Pittard/Thiim/Dalla Lana** 93; 3 **Ried/Tincknell/Priaulx** 77; 4 **Chaves** 69.

NEXT REPORT
FUJI 6 HOURS
15 SEPTEMBER ISSUE

Trophy shufflers: Sargeant (right) got the win; Verschoor (centre) and Daruvala nothing

Sargeant is last man standing amid chaos

FIA FORMULA 2
RED BULL RING (AUT)
9-10 JULY
ROUND 8/14

There was joy and then heartbreak for Richard Verschoor last Sunday. After taking what appeared to be his first FIA Formula 2 feature race win by over 10 seconds, the Dutchman's Trident car ran dry of fuel on the cooldown lap. Then, when it came to the routine post-race fuel sample, it yielded only 31.3 of the 800 grams required. Verschoor was excluded from the results.

Second on the road had been Roberto Merhi, making a surprise F2 return for Campos Racing in place on the injured Ralph Boschung. But a five-second penalty for the Spaniard for track-limits offences meant that Prema Racing's Red Bull Junior Jehan Daruvala should have inherited the win. But then he was handed a 20s penalty because the team had been caught attempting to dry his grid box on the damp track before the start.

So finally it was Carlin's Williams protege Logan Sargeant, fourth on the road, who was handed his second consecutive feature race win, with Enzo Fittipaldi second and Merhi finding redemption in third.

Verschoor had dominated the race, his gamble on slick tyres paying off. He started the race in eighth as the highest on the grid on dry-weather Pirellis. The safety car was deployed on lap two after sprint-race winner Marcus Armstrong made contact with Daruvala, the New Zealander spinning into retirement at Turn 3.

Shortly after the restart those who had started on wet-weather rubber began to plummet down the order, forcing them to make their mandatory pitstops as soon as possible to get on to slicks. Verschoor seized the opportunity and used his tyre advantage to sweep past the seven cars ahead in just four corners. Daruvala, from 11th on the grid, followed him through, on the same strategy of starting on slicks.

Sargeant had run an early fourth on wets, and after his stop he passed Ayumu Iwasa's Red Bull-liveried DAMS car at Turn 1 on lap nine. He then passed poleman Frederik Vesti (ART Grand Prix), who had lost out to Juri Vips at the start, the Hitech-run Estonian leading early on but getting his race undone by a slow stop.

Once the slick-starting runners had pitted, Verschoor led Daruvala and Merhi, while Sargeant and Fittipaldi (the Charouz driver another to start on slicks) scrapped over fourth into the late stages. Merhi took second from Daruvala on the penultimate lap, but then almost immediately came news of his penalty.

Armstrong's victory in the sprint race came from lights to flag, the Hitech driver holding off a fierce challenge from ART's title challenger Theo Pourchaire for his second win of the season.

Pourchaire kept the leader in his sights for the whole race, never dropping more than 2s back, but Armstrong kept consistent pace. Pourchaire faced a battle of his own, with Jack Doohan taking third place at Turn 3 on the first lap and setting his sights on the Frenchman. He was able to build the gap to 1.6s by lap 19, but the Virtuosi driver clawed back and was just 1.1s behind by the flag.

Fourth place went to series leader Felipe Drugovich, who had a tough weekend and could only manage 11th on Sunday.

MEGAN WHITE

Sargeant got full points after finishing fourth

Hadjar pushes title door ajar with victory

FIA FORMULA 3
RED BULL RING (AUT)
9-10 JULY
ROUND 5/9

Hadjar leads Martins in the wet. They are now fighting for the crown

ROZENDAAL/DUTCH PHOTO AGENCY/RED BULL CONTENT POOL

The FIA Formula 3 title battle is hotting up just past the halfway point, with Isack Hadjar's victory in Austria putting him just a point behind Victor Martins. The Hitech-run rookie sealed his third win of the season in Sunday's feature race at a wet Red Bull Ring by leading from pole to flag.

Red Bull Junior Hadjar led them away in single file following a formation lap behind the safety car, but ART Grand Prix driver Martins was close to his fellow Frenchman's gearbox by lap three when there was a wobble from the leader. Hadjar quickly pulled away again and was three seconds in front by halfway, with Prema Racing Ferrari protege Ollie Bearman a similar distance back in third.

The yellow flags were waved on lap 15 after Charouz team-mates Zdenek Chovanec and Francesco Pizzi collided at Turn 10, with Federico Malvestiti spinning in avoidance. Pizzi was handed a 10s penalty for causing the collision. Three laps later, the yellows flew again when Zak O'Sullivan was spun by Pepe Marti, with David Vidales also clipping Marti in the incident.

The Charouz battle continued unabated, and Pizzi this time hit his team-mate at Turn 4 — Chovanec was shunted into the air before ending up in the gravel trap, and that meant the safety car emerged.

The race went green with three laps to go, and remarkably Hadjar was 1.7s ahead as they restarted. He continued to hold firm out front, crossing the line 3.3s ahead of Martins. Next up were Bearman and his Ferrari/Prema stablemate Arthur Leclerc.

Zane Maloney was 10th at the restart but fifth by the finish. First Caio Collet spun Jonny Edgar into Jak Crawford in the fight for seventh, then Roman Stanek clipped Kaylen Frederick as they battled for fifth on the penultimate lap, puncturing the American's left-rear tyre.

Crawford had claimed his maiden series win in Saturday's sprint race, the Prema-run Red Bull Junior snatching the lead from MP Motorsport's Alpine protege Caio Collet to secure victory after mechanical woes denied early pacesetter Juan Manuel Correa. Poleman Collet held the lead off the line, before ART driver Correa swept around the outside of the Brazilian at Turn 4 on lap one for the lead, with Franco Colapinto taking third from Crawford at the same place.

Following an early safety car, Correa's hopes of a first win since his return from suffering multiple injuries in the 2019 Spa Formula 2 crash that claimed the life of Anthoine Hubert were dashed. A screw holding the gear actuator in place had broken, and he suddenly slowed on the start/finish straight.

Collet inherited the lead, while Crawford took second from the Van Amersfoort Racing machine of Colapinto before another safety car. Bearman and Maloney had gone into Turn 3 three-wide with Leclerc, with Bearman squeezed between the two and flicking Maloney into the air, sidelining the Barbadian Trident driver.

Crawford had a fierce fight with Collet for the lead after racing resumed before edging away. Leclerc was rapidly closing on Colapinto by the penultimate lap, but was unable to make it past by the chequered flag.

MEGAN WHITE

The 17-year-old Texan receives prize from his 79-year-old Austrian boss

ROZENDAAL/DUTCH PHOTO AGENCY/RED BULL CONTENT POOL

WEEKEND WINNERS

FIA FORMULA 2
RED BULL RING (AUT)
Race 1 Marcus Armstrong
Hitech Grand Prix
Race 2 Logan Sargeant
Carlin

FIA FORMULA 3
RED BULL RING (AUT)
Race 1 Jak Crawford
Prema Racing
Race 2 Isack Hadjar
Hitech Grand Prix

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FORMULA MOTORSPORT LIMITED

Martin shows the way from Azcona and Ekstrom

ETCR

Martin dominates electric field on home ground

eTOURING CAR WORLD CUP
ZOLDER (BEL)
9-10 JULY
ROUND 4/7

Maxime Martin harnessed his home advantage to become the first non-Cupra driver to be crowned King of the Weekend during 2022 in the FIA ETCR eTouring Car World Cup's fourth round at Belgium's Zolder circuit.

The Romeo Ferraris driver scored a maximum 100 points over the weekend, qualifying his Alfa Romeo Giulia first for the quarter-final, which he subsequently won, then taking victories in his semi-final and the Super Final of his Furious pool.

"It's the first time for me, so it's a perfect weekend," said Martin. "It was great to do it in my home race. Everyone was cheering – the team, the fans, my family and friends and the marshals too. The team worked very hard, they had some bad luck with the other drivers, but this was perfect."

It was a rare off weekend for Cupra's superstar and team boss Mattias Ekstrom, who could only finish fifth in the event standings. The Swede ran in the same Furious pool as Martin and was unable to overwhelm the local specialist as well as facing a stern test from Hyundai's Mikel Azcona. Ekstrom was robust in his attempts to pass the Spaniard in their semi-final where he finished second on the road, but was subsequently penalised.

Lead Cupra driver for the weekend, and back at the top of the standings, was Adrien Tambay. The Frenchman won the Super Final in the Fast pool, withstanding the attentions of team-mate Tom Blomqvist, who had beaten him in the earlier semi.

Zolder didn't lend itself to as much action as the previous venue of Jarama and, while Martin shone for Romeo Ferraris, it wasn't the same story for his colleagues. Bruno Spengler finished eighth from the weekend, with Giovanni Venturini ninth and Luca Filippi 10th.

It was a closer story for the Hyundai drivers other than Azcona. While Jean-Karl Vernay was able to demonstrate early pace in qualifying to secure pole position in his pool, he would end the weekend with the sixth highest points, with team-mate Nicky Catsburg also putting on a decent show to finish seventh. Norbert Michelisz finished the weekend 11th, better only than Cupra's Jarama star Jordi Gene, who took the event's lowest points tally to finish 12th after facing technical issues early in the action.

"I didn't have any struggles although I could feel Mattias breathing down my neck," said Azcona of the Super Final. "In the first laps I wasn't so comfortable as he was very close. I tried to follow Maxime but he was flying and I couldn't catch him."

While the Italian Romeo Ferraris team will get its chance for home advantage in Vallelunga in two weeks, Hyundai will not since a recent World Motor Sport Council decision confirmed that the ETCR will not head to South Korea later this year. The postponed Turkish round remains on the ETCR calendar, with an announcement about the remaining rounds of the series expected in the coming weeks.

JAMES WATT

Crowning glory for the King of the Weekend

Haverkort breaks duck in Hungary

FORMULA REGIONAL EUROPEAN
HUNGARORING (HUN)
9-10 JULY
ROUND 6/10

First win for Haverkort and Van Amersfoort Racing

FRECA

Kas Haverkort gave Van Amersfoort Racing its first victory in the Formula Regional European Championship by Alpine with a pole-to-flag triumph at the Hungaroring last Saturday, before Alpine F1 protege Hadrien David claimed honours on Sunday with R-ace GP.

While Haverkort got the jump at the start, Gabriele Mini got ahead of front-row starter Paul Aron from third on the grid, and Aron lost further ground due to contact with Josh Dufek in the opening corners. That left Haverkort and Mini alone up front, with the Dutchman pulling away from the Sicilian's ART Grand Prix car to win by over four seconds.

Trident duo Roman Bilinski and Leonardo Fornaroli slipped through the first-lap shenanigans unscathed, and the Anglo-Pole thereafter did a terrific job to hold on for his maiden FRECA podium. Dufek was fifth, while Aron won a fight for sixth with Prema team-mate and series leader Dino Beganovic.

David was another to suffer first-lap contact with Dufek — whose moments were both racing incidents — and finished eighth, but he put that right on Sunday. First, the Frenchman gained pole to line up alongside Mini, and then he led all the way.

David's R-ace team-mate Gabriel Bortoleto qualified third and got ahead of Mini on the opening lap. Bortoleto kept David well and truly on his toes during the opening laps, but the leader then began dropping the Brazilian and all seemed under control.

Then came a late safety car, after Joshua Durksen clipped the back of 10th-placed Haverkort and spun into the barriers. David made a good restart with time for three more laps, and Mini spent the first of those tours getting onto the back of Bortoleto, before pulling off a fantastic move around the outside of Turn 2.

It was Tim Tramnitz's turn to lead the Trident duo, 4-5 from Fornaroli this time, and it was an incident in this group that caused the safety car to return with a lap and a half to go and for the race to finish under caution. Aron had a glance down the inside of Fornaroli at Turn 1, but that slowed up the pack and Pietro delli Guanti clattered into the Estonian. Dufek slipped through to grab sixth from Aron. Beganovic finished 16th after contact on the opening lap with Esteban Masson.

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Elliott survives LaJoie attack

NASCAR CUP
ATLANTA (USA)
10 JULY
ROUND 19/36

Chase Elliott had to outduel a surprising contender in the final laps but came away with his second NASCAR Cup Series victory of the past three races.

Corey LaJoie, winless in 182 career starts entering Sunday's race at Atlanta Motor Speedway, led the way on a restart with three of 260 laps remaining. With one to go, Elliott, who led the most laps in the race (96), got around LaJoie to regain the lead. LaJoie got a big run and tried a pass on Elliott in an attempt to retake the place, but the 2020 champion blocked his advance and LaJoie darted up the track and into the Turn 1 wall, forcing NASCAR to throw a caution that secured Elliott's win.

"Obviously I knew he [LaJoie] was going to have a big run," said Hendrick Motorsports Chevrolet star Elliott. "I didn't really want to give him the bottom [lane], and I tried to give it one real good aggressive block. Felt like I had enough room to kind of give it a second one, and he was just right there on the right side of my back bumper, so was far enough to the backside of the bumper to launch me forward."

Georgia native Elliott's victory was his first Cup success on his home track of Atlanta, and extended his series lead. Behind him when the field was frozen for the caution were Ross Chastain, Austin Cindric, Erik Jones and Ryan Blaney.

Elliott also took victory in the first and second stages. The first came from Alex Bowman and Chastain, before Bowman crashed with a flat tyre in the second.

JIM UTTER

Elliott beats Chastain to the Atlanta finish

MILLER/MOTORSPORT IMAGES

WEEKEND WINNERS

eTOURING CAR WORLD CUP
ZOLDER (BEL)
Maxime Martin
Romeo Ferraris (Alfa Romeo Giulia ETCR)

FORMULA REGIONAL EUROPEAN
HUNGARORING (HUN)
Race 1 Kas Haverkort
Van Amersfoort Racing
Race 2 Hadrien David
R-ace GP

NASCAR CUP
ATLANTA (USA)
Chase Elliott
Hendrick Motorsports (Chevrolet Camaro)

EUROFORMULA OPEN
HUNGARORING (HUN)
Race 1 Oliver Goethe
Motopark (Dallara-Spiess)
Race 2 Josh Mason
CryptoTower Racing (Dallara-Spiess)
Race 3 Christian Mansell
CryptoTower Racing (Dallara-Spiess)

INTERNATIONAL GT OPEN
HUNGARORING (HUN)
Race 1 Florian Scholze/Alain Valente
Team GT (Mercedes-AMG GT3 Evo)
Race 2 Kevin Gilardoni/Glenn van Berlo
Oregon Team (Lamborghini Huracan)

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Canny strategy gives double to van Gisbergen

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
9-10 JULY
ROUND 7/13

Van Gisbergen won both, even though he only took the chequered flag first once

Shane van Gisbergen took a pair of wins away from two dramatic Supercars races on the streets of Townsville.

Strategy and tyre management were key across the weekend as teams grappled with a mix of the hard and supersoft Dunlops. The supersoft running was limited to a single set for each race. The preferred strategy proved to be hards for the first two stints and then supersofts to the finish, something van Gisbergen executed in thrilling style in Saturday's race.

His Triple Eight Holden squad gave him plenty to do in the final stint, going for a heavy fuel load at the start and then running long in the second before grabbing the faster rubber. That left van Gisbergen 17 seconds behind leader Will Davison when he emerged from his second stop with 25 laps to go. The Kiwi was up to the challenge though, running down Davison and then pulling away from the Dick Johnson Racing Ford to win by five seconds.

On Sunday van Gisbergen went from being the hunter to the hunted. He looked to have control of the race after jumping early leader Anton De Pasquale's DJR Ford following their first stops, before settling into what looked to be a comfortable lead.

But van Gisbergen couldn't make his supersofts work as well as they did on Saturday in the final stint, which allowed De Pasquale to chew through the gap. Their tense battle came down to the very last corner of the race, where De Pasquale tried an ambitious pass from a long way back. He tagged van Gisbergen into a spin and then slowed before the line in an attempt to redress. Van Gisbergen wasn't having it, though, purposely following De Pasquale across the line to ensure he was penalised.

In the end it was only a 5s penalty, which meant De Pasquale held onto second place ahead of the Tickford Ford of Cam Waters, who repeated his Saturday result of third.

"I didn't expect it, I didn't even cover – he was 50 car lengths back," said van Gisbergen. "I appreciate him having a go but it was a bit ambitious. I didn't even look in the mirror."

ANDREW VAN LEEUWEN

Pink panther Pereira stays ahead of drama

PORSCHE SUPERCUP
RED BULL RING (AUT)
10 JULY
ROUND 4/8

Dylan Pereira led from start to finish in the Austrian Grand Prix support round to take the Porsche Supercup series lead, ahead of runner-up and Silverstone race winner Laurin Heinrich.

Luxembourger Pereira qualified his Lechner Racing car on pole, while team-mate Harry King lined up alongside – the first front-row start in the Supercup for the 2020 Carrera Cup GB champion. But reigning champion Larry ten Voorde and Heinrich both got ahead of King off the line to move into second and third positions behind Pereira. King lost another place on the second lap to reigning French Carrera Cup champion Marvin Klein and fell to fifth.

Pereira kept his composure through an early safety car period and then another caution, which came halfway through the race and left time for five more laps of green-flag racing to the finish. Behind him it was anything but settled. An overtaking attempt from Klein put himself and ten Voorde out of the race, and left the SSR Huber Racing car of Heinrich free to take second place. Klein was deemed to be at fault for the incident, and was handed two licence penalty points plus a three-place grid drop for the next round at Paul Ricard.

Another driver on the move after that final restart was Danish teenager Bastian Buus, the former GT4 European champion grabbing what became third place from Lechner team-mate King. Lorcan Hanafin rounded out the top 10 in his Fach Auto Tech machine.

Redemption for Rosberg's duo

EXTREME E
SARDINIA (ITA)
6-10 JULY
ROUND 2/4

Reigning Extreme E champion Rosberg X Racing took two on-the-road victories at the Island X-Prix double-header in Sardinia, but a post-final penalty after the first of the events handed Chip Ganassi Racing a maiden triumph. Johan Kristoffersson and Mikaela Ahlin-Kottulinsky were the class of the field for RXR throughout the week, and topped the Traction Challenge twice to score an additional 10 points.

After ending Lewis Hamilton-owned X44's unbeaten qualifying run during the opening event, Nico Rosberg's squad was made to work hard by Andretti United in their semi-final, with Timmy Hansen trading paint on several occasions with Ahlin-Kottulinsky before the driver change. Andretti's hopes were ended when Catie Munnings suffered a loss of power on the second leg, with two-time DTM champion Timo Scheider and Tamara Molinaro progressing Xite Energy into the final behind RXR. There, the two teams faced semi-final two winner Acciona Sainz, with Jenson Button's JBXE squad also making it through at the expense of X44, which lost time during the driver change.

Penalty gave first victory to LeDuc and Price

S BLOXHAM/MOTORSPORT IMAGES

Carlos Sainz Sr moved into the lead at the start but, as the cars filtered through gate two, the double World Rally Championship winner was tipped into a roll by Kristoffersson, who led until the Switch Zone despite losing his car's front bodywork in the collision. The race was red-flagged, with Sainz cleared of injury after a precautionary trip to hospital.

Ahlin-Kottulinsky kept RXR in front once the action resumed, but a subsequent 30-second penalty for the earlier collision dropped RXR to third. Having only made the final after a time penalty cost Abt Cupra in the 'Crazy Race', a solid drive to second in the final turned into victory for Ganassi's Kyle LeDuc and Sara Price ahead of Scheider and Molinaro.

With its Odyssey 21 racer repaired, the Sainz team progressed to the semi-final of the second event, where it faced RXR and Ganassi. An early collision for Price with Sainz's co-driver Laia Sanz put Ganassi's car out with rear suspension damage, leaving its two rivals with a straightforward passage to the final.

X44 held on to win the second semi-final, despite Sebastien Loeb suffering from a loss of power. Jutta Kleinschmidt (Abt) held off McLaren's Emma Gilmore throughout the first leg, with a quicker changeover enabling Nasser Al-Attiyah to seal a comfortable second for Abt. After suffering suspension damage in qualifying, Andretti bounced back to win a wild 'Crazy Race' and secure a place in the final.

Kristoffersson used an alternate route at the start of the final to slot RXR into second behind Al-Attiyah, who maintained the lead until the Switch Zone, while an issue ended Sainz's hopes on the first lap. After taking over from Al-Attiyah, Kleinschmidt was unable to fasten her belts fully before rejoining, resulting in Abt being disqualified at the finish.

Ahlin-Kottulinsky muscled her way past Kleinschmidt through a water hazard before pulling clear to win by 7.65s. X44's Cristina Gutierrez and Loeb finished within a second of Abt and were promoted to second, while Andretti took third.

STEVE WHITFIELD

WEEKEND WINNERS

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
Races 1 & 2 Shane van Gisbergen
Triple Eight Racing
(Holden Commodore ZB)

PORSCHE SUPERCUP
RED BULL RING (AUT)
Dylan Pereira
Lechner Racing

EXTREME E
SARDINIA (ITA)
Final 1 Kyle LeDuc/Sara Price
Chip Ganassi Racing
Final 2 Johan Kristoffersson/
Mikaela Ahlin-Kottulinsky
Rosberg X Racing

NLS
NURBURGRING (DEU)
Sven Muller/Joel Eriksson
Falken Motorsports (Porsche 911 GT3-R)

24H SERIES
PORTIMAO 24 HOURS (PRT)
Charles Putman/Charles Espenlaub/
Joe Foster/Shane Lewis
CP Racing (Mercedes-AMG GT3)

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How Robert Wickens returned to Victory Lane

The spinal-cord injury sustained in a 2018 IndyCar crash threw his racing future into doubt. Now he's back to winning ways in tin-tops

CHARLES BRADLEY

PHOTOGRAPHY motorsport IMAGES

"We felt like we'd been on the doorstep of a win" Wickens and fellow Canadian Mark Wilkins celebrate with their Bryan Herta Autosport crew after the breakthrough victory at Watkins Glen

Last month Robert Wickens became a race winner again, defying his paralysis by using hand controls to score victory at Watkins Glen's IMSA Michelin Pilot Challenge event with Hyundai. On the same day at Goodwood's Festival of Speed, disabled motorbike world champion Wayne Rainey rode his Yamaha YZR500 again and quadriplegic Sam Schmidt — Wickens's IndyCar team boss at the time of his horrific Pocono crash — drove a McLaren 720S using head movements to guide the car.

"I guess it was a great weekend for disability awareness, right?" smiles Wickens. "It's all pretty cool stuff."

There hasn't been a whole lot for him to smile about since 19 August 2018 at Pocono. The hardest consequence of his devastating shunt was the lack of prognosis; nobody knew what recovery he might achieve given the spinal cord contusion he'd sustained. The only thing that did appear agonisingly certain was a halt to his top-flight motorsport career. Turns out he was thinking of it as merely a pause...

Less than four years on, 33-year-old Wickens was back in Victory Lane — albeit at a lower level than the rarified atmosphere of IndyCar, Formula Renault 3.5 or the DTM where he shone so brightly before. Sharing his adapted Hyundai Elantra N with fellow Canadian Mark Wilkins in a two-hour race at The Glen, Wickens won the TCR class of IMSA's second-tier series for Bryan Herta Autosport. His previous victory was a Nurburgring DTM round for Mercedes in September 2017 or, as he likes to point out, "22 races ago — it sounds much better than in years!"

And a week later, despite missing practice and qualifying to be present at the birth of his first child, Wickens won again with Wilkins at Mosport.

Wickens's world changed forever on the first racing lap of the 500-mile event at Pocono, the brutal crash leading to a truly awful injury list: thoracic spinal fracture, neck fracture, tibia and fibula fractures to both legs, fractures in both hands, fractured forearm, elbow and four ribs and a pulmonary contusion. A lot of healing would be done but there was one more wound, one that perhaps all racing drivers fear most — a 'spinal cord injury'. Three words that Wickens would learn can mean a vast array of outcomes, including that of his team owner Schmidt.

"When you have a spinal cord injury you have to forcefully learn human anatomy," says Wickens, in the same matter-of-fact style he's always had when talking about his racing. "Sam and I, although we're both paralysed, they are entirely different injuries.

"He has a high-neck fracture, so no control over his hands or legs. I'm a T5 injury, basically chest-down. Sam was a very good sounding board early on; he knew great specialists and that was very helpful."

The journey to now has been painful in many more ways than one. Not only hard work physically, to regain as much functionality of his body as possible, but the mental strain of an uncertain future and the apparent loss of his livelihood. "It wasn't easy, that's for sure," he reflects. "Prior to that accident I'd not broken any bone apart from ribs. With my injury, there was no prognosis, so they couldn't tell me anything. You are shooting in the dark and try to have faith and positivity. It's so tough.

"From a private life perspective, so much changes. Even the way you go to the bathroom. Everything is different. At the beginning of my recovery I was so stubborn that I would recover, I refused to learn those new techniques. I was like, 'I won't need to learn how to do that — I'll be fine, I'm going to walk out of this place, you'll see!'

"To prove a point, 10 months later I walked out of hospital with a walking frame. Obviously that wasn't how I wanted it — I wanted the slow-motion heel-click at the front door, you know! It took three and a half years to get to where I am now."

"I was worried if I'd be able to feel the car again, that feeling you get through your backside"

A primary concern of Wickens's racing comeback was whether he'd lose his feel for a car's grip. "I didn't have any feeling in the beginning after my accident," he reveals. "I lost all motor and sensory skills below my point of injury, but through my neuro recovery I was able to gain back a lot of sensation. I have a lot of sensation for touch, but I struggle with pain receptors, with hot and cold.

"In the beginning I was worried if I'd be able to feel the car again, that feeling you get through your backside and up your back. But I have been able to regain a lot of that feel, and honestly I have as good a feel in the car now as I did before."

While he waited for his chance to get back behind the wheel, Wickens worked with Arrow McLaren SP as a driver coach and consultant in IndyCar. As he likes to phrase it, he spent some time on the "smart side" of the pitwall.

"Staying sharp is the best way to put it," he says of his role. "Using your brain to find opportunities to improve the car, looking at onboard videos and competitor analysis, keeping in that mindset with a high-level team. I feel like I bring a lot to the table, having raced at the elite level since 2011."

His journey to get back behind the wheel began at Christmas 2020, when Herta "just called me up out of the blue. He said, 'From one driver to another, do you want to drive again? It's been a while...' So I replied, '1000% yes!' He said, 'That's cool, it's what I figured — we'll be in touch.'"

From there, Wickens tested Michael Johnson's Hyundai Veloster, fitted with hand controls (Johnson was paralysed as a youngster in a motorbike racing crash), in May 2021. Suffice to say, it went well: "It was a wet day, miserable and cold. No glamour! But it was awesome and it totally kickstarted everything. I proved to myself that I could still do it, that I never doubted myself.

"It proved to Bryan and Hyundai what the potential was, the return on investment, if I returned to race with them. That gloomy »

Four years after horrific Pocono crash Wickens wants to get back to racing's top level

LEVITT

DZIADOSZ

Wickens/Wilkins led Hyundai 1-2-3 at Mosport

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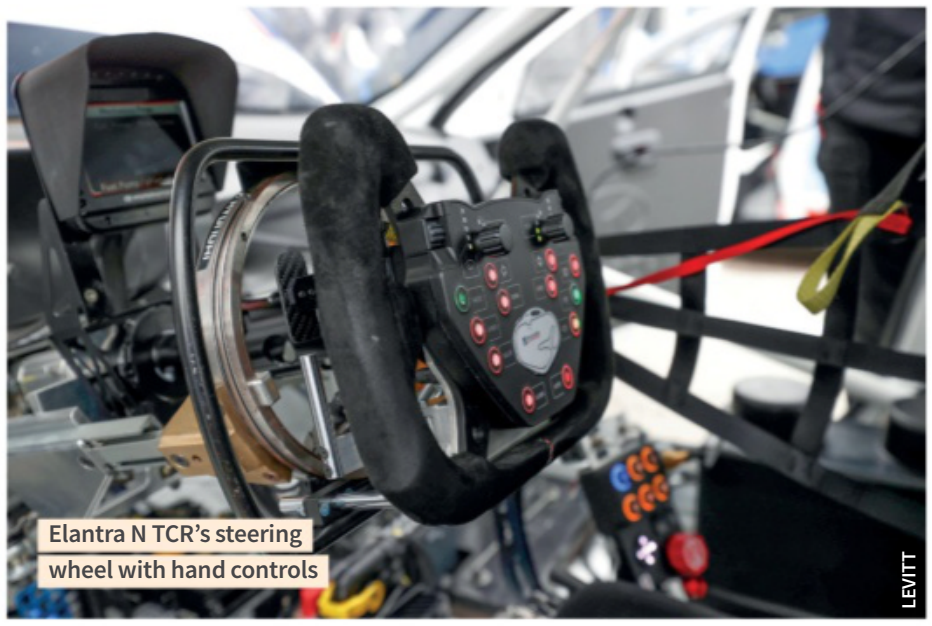
Elantra N TCR's steering wheel with hand controls

LEVITT

Speeding up driver change was crucial step

LEVITT

Tasting victory again "an amazing experience"

LEVITT

track day at Mid-Ohio got them equal publicity than they'd got for the rest of the season."

With Hyundai's support, Wickens was a professional racing driver again in BHA's four-time championship winning team. The season kicked off with the support race to the Daytona 24 Hours, so how did that feel?

"First corner was like riding a bike!" he says. "I'd watched loads of race tapes, to work out any trends, so I knew I didn't wanna be on the outside because that's where everyone ends up — so I decided to keep it tight and gained a spot or two, it was exactly what I wanted to do."

A charging stint from Wickens led to a third-place finish first time out but highlighted the need for a faster driver change — which became a recurring theme. Since that podium at Daytona, poor fortune — including contact with rivals — had plagued them until Watkins Glen, where everything came together for victory.

"It felt great, a long time coming for me and Mark," he says. "We felt like we'd been on the doorstep of a win and just had to keep doing what we were doing.

"We focus a lot on pitstops. With myself, Mark and Jim Leo — who helps extract me from the car — we knew the driver change has been the weak part of our season until now. Most of our bad luck from the previous three races came because we'd lost positions in the pits. We came in from the lead at Sebring and came out in 10th!

"We finally did one in the race as good as we can in practice. It was a great feeling to see the car leave so quickly and see it leading. To watch Mark close out the win was an amazing experience."

While improvements can always be made to a racing car, how about Wickens's own body? Science, like motorsport, is forever striving for greater achievements — is there work going on that might help his physical situation?

"It's the million-dollar question," he sighs. "In the medical science field, there are always developments. But everything is a risk. When I first had the accident Sam Schmidt told me, 'You're going to be told all the time that they're on a spinal cord breakthrough — cures and developments. Twenty years ago, when I had my accident, they

WICKENS CAREER HIGHLIGHTS

2022	Currently third in TCR class of **Michelin Pilot Challenge** (2 wins)
2018	Four podiums in **IndyCar** rookie season before crash
2012-17	Six wins and best points finish of fourth in **DTM**
2011	**Formula Renault 3.5** champion (5 wins)
2010	Runner-up in **GP3** (3 wins)
2009	Runner-up in **FIA (MSV) F2** (2 wins)
2007-08	One win and four other podiums in **A1GP**
2007	Third in **Champ Car Atlantic** (1 win)
2006	**Formula BMW USA** champion (3 wins)

Previous race victory was in DTM in 2017

TRIENITZ

"Gen3 Formula E car is probably the easiest to adapt of any car in the world right now. I'm strongly looking into it"

At Daytona in the Roar Before The 24

told me exactly the same thing.' He said, 'I hate to break it to you, it's going to pull on your emotions and it'll be a f***** of a recovery – and you'll be teased with people suggesting things like stem cells, human growth hormones and implant stimulants.'

"There are lots of different things out there but it's what you're willing to give up to try to get better. I was fortunate to regain quite a bit of function; by no means can I walk freely, I'll need a wheelchair probably for the duration of my life. But I can stand for a short period of time. So it's one of the hardest parts; with no prognosis for a spinal cord injury, it's just 'good luck' on what functionality you get back. It's known as a snowflake injury; every one is different even though it looks the same. It's how well your body can reroute its nervous system around the injured area.

"The best way it was described to me was imagine you're drinking through a straw, and that straw is your spinal cord. Everything flows through it just fine. If you pinch that straw, everything gets super-constricted. In my case, the injury was spinal contusion. The straw is pinched and the amount of nerves that make it through is heavily compromised. Some make it through, which is why I have some mobility, but it's not quick, my reactions aren't what they were. So when I stand up, and start losing my balance, I can't correct myself. I'm chairbound until there's a real medical breakthrough."

Wickens was an IndyCar rising star in 2018

ABBOTT

Nevertheless, now that he feels he's re-established himself with the BHA Hyundai squad, Wickens wants to make further progress in the longer term: "I'm happy with what we're doing this year, it's a great proof of concept of what's still possible. I'm ready to get back to that elite level of motorsport.

"Moving forward, I wanna challenge for victories at the top level, be it sprint-style like Formula E or IndyCar or if it's sportscar racing in IMSA or the World Endurance Championship – there are a lot of categories out there that I think are a level that would give me that fulfilment of racing for a pro team against pro drivers.

"My goal within America would be to get back to IndyCar again or race an LMDh [in IMSA]. Every driver wants to win a race overall against the fastest people. The more electronic assistance on the car, the better it is for my hand controls with brake-by-wire systems. Gen3 Formula E car would probably be the easiest to adapt of any car in the world right now. I'm strongly looking into it.

"I want to race against the same people I was racing against before my injury. I know I can compete with them. It's a matter of coming with a hand control system that doesn't handcuff me to compete.

"Each higher category creates its own complications. A faster car, with more downforce, requires more braking force, which requires more pneumatic assistance for me to achieve the same brake pressure as an able-bodied driver. I think it's an open book, there's no real knowing where those complications might arise and sometimes you just have to experience it."

That statement feels like a metaphor for his recovery: "No real knowing" is a handicap in one sense, but if you never try then you won't learn what's possible. And Wickens intends to do everything in his power to find that out for himself. After Pocono 2018, it's what he's done best.

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Formula Vee Reigning champion Harridge quits

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Historics take on Shelsley Walsh Classic

Nostalgia gathering to celebrate BRM and rallying

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HISTORIC FF1600 ROLL

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1000 YARDS OF HISTORY

This weekend's Classic Nostalgia gathering at the 117-year-old Shelsley Walsh hillclimb course spotlights storied British marque BRM and a celebration of rallying on its long list of attractions

PAUL LAWRENCE

PAUL LAWRENCE

Once a year, the glorious Shelsley Walsh hillclimb course is turned over to a celebration of motorsport history. The annual Classic Nostalgia weekend is one of the jewels in the Worcestershire venue's crown.

This weekend's Classic Nostalgia brings a range of rare and spectacular cars to the venue, most to be put through their paces on the famous 1000-yard hillclimb up the side of the Teme Valley. In addition, an oversubscribed entry of period cars in a wide array of classes will compete on the famous hill to ensure two full days of action for a typically enthusiastic crowd.

Shelsley Walsh is steeped in history, with a compelling story that dates back 117 years to its first hillclimb staged in August 1905. Aside from two world wars, it has been in use ever since and remains the oldest motorsport venue still running on its original course.

The intense high-speed rush up the side of the valley is a massive challenge for competitors, starting just out of the atmospheric and crowded paddock area. The climb gets ever steeper as cars flick left through Kennel and the Crossing before the headlong rush into the Esses. A big brake is needed for Bottom Ess, and then it's a question of balancing throttle and oversteer between the high banks at Top Ess before bursting out onto the finish straight.

The top British Hillclimb Championship contenders are now climbing Shelsley in less than 23 seconds, topping 150mph over the finish line. At Classic Nostalgia the times will be slower, although some sub-30s climbs are still possible.

Headlining this year's event will be a celebration of 60 years since British Racing Motors (BRM) took a Formula 1 title double. Graham Hill's 1962 crown was the first time that a British driver had won the championship in a British car, and that achievement will be honoured by an array of 20 BRMs and BRM-engined cars at Shelsley.

Eight BRMs will be active on the hill in parades and demonstrations headlined by the first of the remarkable continuation P15s. Back in 1950 BRM went grand prix racing with the hugely advanced and technically complex P15, with its ambitious 1500cc V16 BRM engine. Though the early promise was never fully realised, the sound of the high-revving supercharged engine remains one of the most remarkable in the sport. Classic Nostalgia will feature demonstration runs from the first of the continuation P15s, built by marque experts Hall and Hall at Bourne in Lincolnshire, home of BRM. Seeing and, notably, hearing such a car climb out of the valley should be an unforgettable experience.

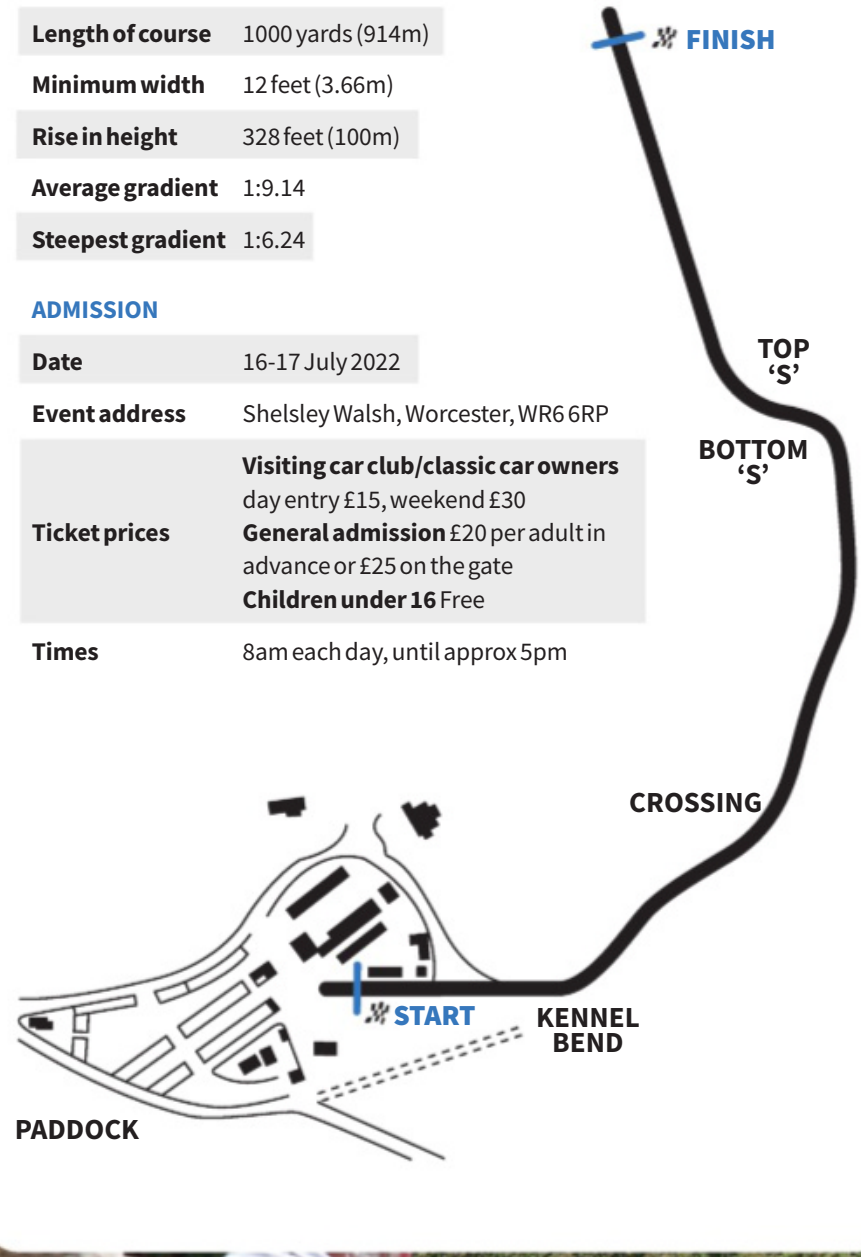
One of the original P15s will be there from the National Motor

SHELSLEY WALSH HILLCLIMB COURSE

Length of course	1000 yards (914m)
Minimum width	12 feet (3.66m)
Rise in height	328 feet (100m)
Average gradient	1:9.14
Steepest gradient	1:6.24

ADMISSION

Date	16-17 July 2022
Event address	Shelsley Walsh, Worcester, WR6 6RP
Ticket prices	**Visiting car club/classic car owners** day entry £15, weekend £30 **General admission** £20 per adult in advance or £25 on the gate **Children under 16** Free
Times	8am each day, until approx 5pm



Museum, along with the outlandish Rover-BRM gas turbine sportscar that raced at Le Mans in 1963 and in 1965.

A BRM with a great hillclimb history will be another star as the ex-Tony Marsh P48, originally one of Hill's F1 cars, is put through its paces. In August 1961 Marsh drove this car to a new hill record of 34.41s. In the subsequent 60 years, hillclimb technology has pared more than 10 seconds off that time...

The BRM P25, the last front-engined BRM F1 design (and first to win a world championship race), will also be at Shelsley, as well as the vast P154 Can-Am car raced in period by Pedro Rodriguez. The P154 almost fills the hill and will be handled by brothers Stephen and Andrew Hepworth, who are great supporters of both the event and the BRM story. Their late father David was the first man to break the 30s mark at Shelsley in his four-wheel-drive Hepworth in 1971.

To complete the BRM celebration, former drivers Howden Ganley, Richard Attwood and Mike Wilds will all be on hand and are three of the most approachable stars of their era. Former BRM team members and engineers will also be at Shelsley for this special occasion.

Another key feature of Classic Nostalgia is a celebration of rallying history with the Ralli 22 group, which will bring around 20 cars from the Group B, Group A and early World Rally Car period. Some will be demonstrated and some will be driven to the limit in timed competition. The spectacle of these fabulous cars will be a big draw as Subaru Imprezas, Ford Focuses, Audi Quattros and Lancia Delta Integrales take to the ribbon of asphalt.

Other elements of the competitive event take in classes for Morgans, Minis, Lotuses, Austin-Healeys and 500cc Formula 3 cars, including

Vast BRM P154 Can-Am car will stretch its legs

STUART WING CAPTURE YOUR CAR PHOTOGRAPHY

the Cooper Mk9 of former F1 racer Richard Robarts. The presence of the Freikaiserwagen and the ex-Basil Davenport Spider II, two landmark hillclimb specials, will evoke memories of Shelsley in the 1930s. Reworked after the war, the Freikaiserwagen took the hill record in June 1949 when Richard Fry broke Raymond Mays's 1939 mark of 37.37s by just 0.02s. Fry was killed in the car in 1950, but it returned to the hills five years ago with new owner Steven Lister.

Late saloon car legend Gerry Marshall will be celebrated by a parade of cars led by his son Gregor. The glorious Aston Martin V8-engined Vauxhall Magnum Super Saloon created and raced by John Pope will be a crowd favourite.

Car club displays, live music, trade stands and classic car gatherings are all part of what makes Classic Nostalgia a very special event but, ultimately, the cars are the stars at a venue that oozes atmosphere.

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New eco proposal for Couvron track

MSV

MotorSport Vision has unveiled new plans for the Couvron track in France, with the intention that it will become the world's first self-sufficient eco circuit.

The 520-hectare site, a former airfield near Couvron-et-Aumencourt, north of Paris, was bought in 2015 by MSV, which already operates six circuits in the UK – Brands Hatch, Cadwell Park, Donington Park, Oulton Park and Snetterton as well as the Bedford Autodrome.

One of the key changes in the revised proposal is a new track design, with the original layout reduced from 8km (five miles) – which would have made it one of the longest circuits in Europe – to 3.5km. Six race events per year are planned as well as additional automotive activities.

The thinking behind the new layout is to create a circuit that will be better for electric cars, and equates to a drop of 220 hectares to just over 40, doubling the distance between the track and the nearest village to help minimise noise disruption.

Approximately 300 hectares will be allocated for photovoltaic energy production (sunlight), through which an estimated 350MWp of electricity would be produced, making it one of Europe's largest PV green energy parks.

An operational start date for the PV park is expected within four years, with a number of companies being evaluated.

MotorSport Vision chief executive Jonathan Palmer (inset, above), said: "MSV has a great opportunity at Couvron to pioneer the ability for people to enjoy carbon-zero motorsport by using battery electric vehicles charged from green electricity from a vast on-site solar park, which is really exciting. We are fully committed to embracing a future low-carbon world where we can."

Schumacher Festival nemesis back on track

FF1600

The ex-Andrew Guye-Johnson Van Diemen RF88 that future seven-time Formula 1 world champion Michael Schumacher clashed with at the 1988 Formula Ford Festival has resurfaced in club-level sprinting.

The car is in the hands of engineering business director Chris Horton (once part of Nissan's British Touring Car Championship title-winning technical team), who is trying to use motorsport to raise awareness for children's charity Batten Fighters Forever.

At the 1988 Festival, Schumacher retired from his heat after a collision with Guye-Johnson, who eventually went on to finish eighth in the final.

Van Diemen RF88 with new owner Horton

Horton, FF1600 class champion and course record holder at Curborough, said: "It's strange thinking I'm in the very car that Schumacher came off second best to – Jacques Villeneuve's Williams is probably the only other car that can claim that!

"Hopefully it'll cause a bit of interest in the car and help raise some awareness for the Batten charity."

CARL McKELLAR

Harridge quits Formula Vee after dispute

FORMULA VEE

Hands chases Harridge at Brands before the appeals were lodged

GARY HAWKINS

Reigning Formula Vee champion James Harridge says he has quit the category following a regulations dispute at the most recent round, and instead will concentrate on a Formula Ford Festival campaign.

Harridge was disqualified at Brands Hatch from the second race for "not having 750MC stickers on my car", after rival Daniel Hands lodged a protest against the 2020 and 2021 champion.

This came after Harridge had protested both Hands and fellow title rival Craig Pollard, claiming that both their machines had race numbers in the wrong position. This was not upheld.

It's the latest in a season-long saga where all three title rivals have lodged protests against each other for various technical and on-track infringements.

"If it had been something technical I could accept that, but the decision to disqualify someone over some stickers is a disgrace," said 33-year-old Harridge at Brands. "I've put my Maverick up for sale and, if I can get a deal in place, I want to have a crack at the Formula Ford Festival and maybe Walter Hayes Trophy.

"Ideally that'll be in either a Van Diemen or a Ray. I'm in it to win it, not to make up the numbers. While I'm competitive and young enough, I would like to prove myself in something else and the most competitive thing about now is FF1600."

Giles Groombridge, competitions manager at the 750MC, which runs the championship, admitted that it was disappointing Harridge had decided to quit.

"Between the three of them there has been some incredible racing over the past two years," he said. "We don't want to see championships descend into this kind of pettiness, you want to see them won and lost on the track. From a club point of view and personal point of view it's extremely disappointing.

"James is a very talented driver — he demonstrated that on multiple occasions and I'm sure he'll be very competitive in Formula Ford, and I wish him the best of luck."

CARL McKELLAR & STEFAN MACKLEY

Hammond's 14-year wait for Thruxton debut over

STEVE JONES

CALM PORSCHE

Multiple Classic Stock Hatch champion Pip Hammond made his long-awaited debut at the Thruxton circuit last weekend at the wheel of a Porsche 924.

Hammond, who claimed the 750 Motor Club Classic Stock Hatch Championship in 2009, 2011 and 2020, was also making his CALM All Porsche Trophy debut at the Hampshire circuit.

"I started racing in 2008 and my second ever race could have been here with Classic Stock Hatch but we thought, 'That's a long way'," said Hammond, who is based in Hull. "I didn't think it would be another 14 years!

"It's fast, but it's just all fast. You've got the Complex and on the exit of Seagrave I put it in fifth and I'm in fifth until the final chicane.

"It's only Lydden Hill I've not raced at in the UK. I did Knockhill last year both ways, and a got a few in at Rockingham before it closed."

After comfortably qualifying fastest in class, Hammond was running seventh overall when he collided with Darren Constant's similar Porsche, which was making its way into the pits. The contact sent Hammond's car into the air, with the resulting damaged front-left forcing his retirement.

STEFAN MACKLEY

Chris Randall 1946-2022

OBITUARY

The BMW racing community is mourning the loss of one of its most colourful racers, Chris Randall, who died unexpectedly last month aged 75.

Randall was a BMW Car Club Championship pioneer in 1987 and his fanaticism for the marque was infectious.

His profession as creator of innovative theme park and playground slides meant his Zapfun brand was in global demand, and his passion for BMWs spawned Zaprace, which sourced and built E9 CSL 'Batmobile,' E28 and E30 models.

The most famous car he restored was the Group 2 Luigi Racing CSL in which Jean Xhenceval/Hughes de Fierlant won the 1975 Spa 24 Hours, which he himself raced in 1998.

Randall generously shared his cars with friends, and in 1992 Terry Kaby was BMWCC champion in his

red CSL 'Old Trixie'.

That year Randall had the biggest shunt of his career, rolling his E30 318i at Castle Combe but, undaunted, he won his class in the 1996 BMWCC (E30 325i) and 2003 Modified Saloon championship (E28 M5). In 2014, Guglielmi and Mike Wilds co-drove the sensational Gp5 IMSA-spec CSL he spent years creating.

"Chris had a wonderful sense of the preposterous, and no interest in political correctness," said his wife Pamela Dickinson, the renowned jewellery designer. Autosport sends its condolences to his family and friends.

MARCUS PYE

Return to the track for ex-Neil Cunningham Euro V8 machine

CLASSIC THUNDER

An ex-Neil Cunningham Euro V8 car competed for the first time in more than a decade last weekend at Thruxton.

The Sonny Howard-built machine, which last raced in Classic Thunder in 2011. has undergone a full restoration since it was bought last year by Alan Breck. "I found it on eBay — someone had just bought it as a trackday car and didn't know what it was," he said. "I've hankered for one of these for a long time."

Luke Bennett, who runs and maintains the car — which features a Roush 5.8-litre V8 and Mercedes-style bodywork — was given the chance to race it at the Hampshire circuit in the Classic Thunder/BOSS races. Breck, who was racing in his Ford Capri, had intended to swap cars for Sunday but was the told that the organisers "wouldn't allow us to do it".

It proved academic in the end — large chunks were missing from the front-left tyre, and with no spare sets the V8 machine did not compete in race two. Breck hopes to race it at Lydden Hill later this month against ASCAR machinery.

STEFAN MACKLEY

STEVE JONES

Breck's Ford Capri chases his latest acquisition – a Euro V8 machine

IN THE HEADLINES

DREAM DEBUT FOR DWYER

Prolific historic racer Mark Dwyer took second overall in the Guards Trophy at Brands Hatch last weekend in his first race in the ex-John Waggitt Lenham P69 sports-racer. Dwyer, best known for racing powerful single-seaters, qualified the car at last year's Silverstone Classic but didn't start the race due to a family bereavement. "It's lot of fun," said Dwyer after his successful debut.

HARRISON SWITCHES CARS

Veteran racer John Harrison ran his Formula 2 March 742 for the first time this season at his local track of Brands Hatch. Harrison has concentrated on racing his Mallock Mk21 in Classic Clubmans this year, but missed Donington Park while suffering with COVID-19. Harrison, a multiple Formula 1300 and Clubmans champion, finished sixth in the opening race of the weekend.

RACE AGAINST THE CLOCK

The Graham Brunton Racing team is going to extreme lengths this week to get David Thorburn's ex-Martin Brundle Ralt RT3 ready for the FIA Historic Formula 3 European Cup at Zandvoort. Thorburn retired from the opening Classic F3 race at Brands Hatch when the timing gear was damaged. The team and engine left on Sunday morning en route to the engine builder in Milan, and the rebuilt engine is due to arrive at Zandvoort on Thursday ready for installation before qualifying.

KARTING IN AID OF UKRAINE

A karting race held at the Rye House Kart Circuit has raised more than £19,000 for Ukraine, with the funds going towards first aid kits and ambulances. Freddie Hunt, son of 1976 Formula 1 world champion James, was in one of 23 teams that took part in the three-hour endurance race, with Aimee Watts, daughter of ex-British Touring Car Championship star Patrick, also part of the team (below).

MITCHELL WALKS AWAY FROM BRANDS ROLL Westie Mitchell is nursing a broken shoulder after this huge accident in Historic Formula Ford 1600 at Brands Hatch on Sunday. Mitchell was battling in the top six when his Merlyn Mk20 locked wheels with the similar car of Tim Brise at the top of Paddock Hill Bend and cartwheeled into the gravel, landing upside-down. Mitchell was able to clamber out and walk away before being diagnosed with the shoulder injury. The Gloucestershire-based father of racers Ben and Sam says he'll be back racing as soon as possible. **Photographs by Jeff Bloxham**

Fennymore's race against time after car woes

HISTORIC FF2000

Historic Formula Ford 2000 title contender Graham Fennymore had to make a huge effort simply to be at Brands Hatch last weekend, after his regular Reynard SF81 hit engine problems prior to the meeting.

A routine inspection of the engine highlighted major issues with the pistons and it was clear that it would not survive another weekend. He tried to source a spare engine but when that proved difficult, he borrowed a complete car from Adrian Reynard, who had been building up a second machine over many years.

Fennymore's team worked until late on Friday night and Saturday morning to get it ready.

A loose rocker cover interrupted qualifying and left him sixth on the grid, but Fennymore quickly battled through to second in the opening race to minimise the points damage as arch rival Benn Simms won again.

Simms then missed Sunday's race due to a shoulder injury, while Fennymore finished first on the road but was pushed back to second after picking up a time penalty over a safety-car issue. Simms leads Fennymore by 13 points.

PAUL LAWRENCE

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Last year's race at Brands Hatch attracted a strong grid of Pre-'66 Minis

GARY HAWKINS

Mini races in aid of marshals to go ahead again at Brands Hatch

MINIS

Two charity races for historic Minis that raise money for marshals will again form part of next month's Mini Festival at Brands Hatch, having first joined the bill last year.

The 15-minute contests (the second of which features a reversed grid) for pre-'66 Appendix K historic Minis on Dunlop tyres will be on the schedule of the 6-7 August event following their success last season.

The races have attracted an impressive cast including leading Mini drivers Ian Curley, Endaf Owens, Jeff Smith and Nick Swift, alongside less experienced racers.

"The Silverstone Classic used to have a Mini-only race for pre-'66 Minis and it was a wonderful spectacle — the cars are all to such a high level of detail," said organiser Phil Bullen-Brown, who only began racing last year. "There's a shortage of races and opportunities to get them out and, because there's been fewer races, people have turned their attention to other formulas."

Bullen-Brown felt the popular Mini Festival event was the perfect place to hold a race for these cars.

"It's a great weekend with a real festival atmosphere and we're raising money for charity and enjoying historic racing," he added. "The calibre of the field is very high — there's stalwarts of Mini racing and we've got novices as well. Because it's a charity race, I want that welcome to be there for experienced and novice drivers alike."

STEPHEN LICKORISH

Porsche goes the distance for Deeks

70s ROAD SPORTS

Ex-Formula Ford battler Steve Deeks had only his third race outing in 20 years at Brands Hatch last weekend when he finally debuted his Porsche 911 (inset) in 70s Road Sports.

"I did manage one race meeting at the end of 2016 in it and it was shocking and had lots of problems," said Deeks of the Porsche, which managed to last the distance and finished ninth.

The project has given Deeks six years of aggravation, with several blown engines and a broken gearbox keeping the car away from racing. More recently, Phil Hindley built a fresh engine.

"We're starting to get it together now, but it's still a work in progress," said Deeks. "It needed to come to a track and we tested at Brands on Friday. We're still short on brakes.

PAUL LAWRENCE

"Martin Greaves of Classic Performance has been a massive help and just being here is a massive win," added Deeks, who last raced modern GT cars in 2001. "I really retired from racing in 1998 and went flying."

PAUL LAWRENCE

FUTURE IN DOUBT FOR SCOTTISH FF

FF1600

The future of Formula Ford 1600 racing in Scotland has been thrown into serious doubt following the cancellation of a second round at Knockhill last weekend.

Scottish FF1600, which has struggled for entries for a number of years, hoped that a revised calendar for 2022 would attract greater numbers, but was forced to call off its planned third round of the year.

After running alongside the National FF1600 series during the season opener at Knockhill in April and again at Croft the following month, the Scottish championship has since had to call off the last two standalone meetings.

In a statement, the Scottish Motor Racing Club, with which Scottish FF1600 has had a long association, said: "Owing to the continued low number of registered Formula Ford competitors it was decided to cancel rounds eight and nine of the Scottish Formula Ford Championship."

It added that a working group was being put in place "with a view to running some races as scheduled on 21 August and 9 October".

"The future doesn't look very good," said regular competitor Neil Broome (below). "None of the routes I thought we could go down seem possible now. There are no real useable cars in the country; they're all either not trackworthy or they've been sold."

"But FF1600 experienced a similar thing when we switched to Zetec in the early 2000s and it recovered, so there's hope that it can do the same again."

STEPHEN BRUNSDON

JEP

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The surging '70s

A plethora of new races have emerged for cars of the decade amid some shifting preferences in the historic racing world

STEPHEN LICKORISH

There have been umpteen impacts upon motorsport from the coronavirus pandemic and one of these is a chilling effect on new categories being launched in recent years. Considering the huge uncertainty caused by the global health crisis, it is understandable that many organisers have focused on consolidation rather than taking a risk by launching fresh offerings. For example, 14 new categories were planned for 2019 compared with 10 for this year — and many of these are just very soft launches. But there is a common theme among some of the latest series to be created: the 1970s.

Three historics organisers are running pilot races in 2022 for categories dedicated to cars from that decade, some of which have spawned from the popularity of the Gerry Marshall Trophy (1970-82 touring car) races at the Goodwood Members' Meeting. The Historic Racing Drivers Club has inaugurated its own Gerry Marshall Trophy category for Group 1 tin-tops, which enjoyed an impressive 29-strong turnout for its first race at Snetterton last month. GT & Sports Car Cup organiser Automobiles Historiques is also planning a Vince Woodman Trophy contest for the Group 1 machines at the Castle Combe Autumn Classic ahead of a potential series next year. And Equipe Classic Racing has introduced an Equipe 70s division that is open to a wider range of cars, spanning Group 1 and 2 touring cars, Group 3 and 4 sportscars and road-going classics.

"The new people that are coming in were those that grew up looking at these 1970s cars"

Equipe partner Rob Cull believes there is something about the 1970s period that evokes excitement and feels the wealth of new series is an indication of a changing competitor demographic. "The conveyor belt has moved on," he says. "The new people that are coming in were the people that grew up looking at these 1970s cars. There's less interest in 1950s cars and there's more interest in 1960s and 1970s. I think that's why promoters have looked at it.

"The passion around the 1970s is huge. I've had my workshop for about 15 years and have got a TVR Grantura and an MGB, but I'm now building a Group 1 Capri. When the Capri turned up, the excitement around it was massive.

"The 1970s is where historic racing is going to move into in the next three to five years — there are some fantastic cars out there. Goodwood [Revival] pins everything to pre-1966 but I think, for club racing, there's a wider circle to be had."

Equipe's new series completes the picture for the organiser as it had always wanted to offer a full range stretching from the 1950s to 1981 — the point Cull describes as being the end of the "analogue period". But, unlike the other new-for-2022 races, Equipe's welcomes a much broader variety of cars and Cull feels that is important. "I remember watching as a kid the Porsche 911s going out with Group 2 Capris at Le Mans and thinking, 'Wow!'" he recalls. "We're encompassing the spirit of the period."

However, the newly created categories are not the only ones catering for these cars. My colleague Marcus Pye recently wrote (Club Autosport, 16 June) about the troubles Motor Racing Legends had in attracting entries for the Thruxton Historic event, including its Historic Touring Car Challenge grid that does incorporate 1970s machines. Conversely, the Classic Touring Car Racing Club's Pre-'83 Group 1 championship has benefited from an increase in interest in recent years, average entries growing by 13% last year and there have been some encouraging numbers this year, too — with a total of 60 cars registered. And that is just talking about tin-tops, with the Historic Sports Car Club and Classic Sports Car Club portfolios a home for other 1970s machinery.

CTCRC chairman Stuart Caie believes there are both positives and negatives to the swathe of new races entering the marketplace. On the one hand, he says the abundance of organisers moving into the 1970s sphere shines the spotlight on the era. "I think it attracts some cars not out with our club," he says, believing it will lead to more cars being raced. But he does fear there could also be some dilution of the market and points out many of the cars would not be capable of competing across multiple series. "The cars can be quite fragile — they're not an E46 BMW you can race everywhere and it will keep going," he notes. "Some of those cars need rebuilding — and trying to get hold of a preparer to rebuild an engine, you can wait six months because there's such a long queue."

The CTCRC has focused upon keeping costs down in recent years, as well as offering livestreaming and prize money — all of which have proved popular. The club's Silverstone opener was the perfect demonstration of this as it attracted more than 150 entries across four grids — a new record. But Caie also warns of the impact of ever-increasing inflation and the uncertainty this poses for grid numbers.

Last year was a bumper one for club racing, but we could now be entering another period where there are genuine and serious questions about the volume of national motorsport being too high. Over the next 12 months, we should therefore get an answer to the question of whether the surging 1970s series numbers are actually justified by competitor demand.

Double Historic F2 success went the way of invitee Stretton (34)

Sublime Stretton holds off Watts and Wrigley

BRANDS HATCH
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Racing his two-litre March-BDG 712 as an invitee, Martin Stretton withstood relentless pressure to win both Historic Formula 2 races which headlined the Historic Sports Car Club's annual Legends of Brands Hatch Superprix.

Saturday's race was restarted following a nasty incident at Paddock Hill Bend that sidelined the Marches of poleman Rob Wheldon (762) and Mark Charteris (742), but the following contests followed remarkably similar patterns. In the first, Matthew Watts' BMW Junior Team March 782 car and Matthew Wrigley's Toleman Group example — with BMW M12 and Hart 420R power respectively — hounded Stretton until Wrigley's brakes failed at Graham Hill Bend, forcing retirement.

Watts boldly ran outside of Stretton from Paddock, through Druids and into Graham Hill Bend to wrest the lead in Sunday's start, but was passed on lap six of 18. With his power advantage blunted by a 500kg minimum car weight, to Stretton's 450kg, Watts couldn't quite regain the upper hand.

When he pitted with water temperature rising, Wrigley — from 16th — took up the charge, but finished 0.261s shy. "That was fantastic, as good as it gets. I love racing these guys," said Stretton. "I was sliding my car into the corners, but those 782s have so much more downforce."

Benn Tilley bolstered his reputation with sensational thirds both days in Simon Hadfield's 1600cc Formula Atlantic Modus M1. Local man Martin Wood netted promising fourths in his Chico Serra tribute 782-BMW, while quintuple champion Robert Simac (712-BDA) was unstoppable in the 1600cc F2 division.

At the age of 80, 1970s two-litre sportscar ace John Burton's sublime skills won him the Thundersports opener. Gear linkage failure halted Nine-W team-mate Warren Briggs' Can-Am McLaren, leaving Simon Watts to complete a Chevron B26 1-2.

Alas there was no rematch, for Burton went down with food poisoning overnight, but Kiwi Briggs rocketed from the back. Surviving "one of those awful moments going through Paddock in neutral", he won Sunday's attritional race, narrowly repelling 1980s MCD Thundersports Tiga and GRID racer Robert Parker's Osella-BMW PA5.

The Aurora and Classic F3 races resulted in runaway doubles. Michael Lyons missed qualifying but blasted his F5000 Eagle from the back on Saturday to lead the Aurora opener by Clearways on lap three. Stretton was almost 30s down, with Paul Campfield (Chevron B24) 47s adrift on Sunday.

Classic F3 champion Andy Smith (March 783) beat former title winner Simon Jackson (Chevron B43) by over 40 seconds first time out. Behind the March ace Keith White (Ralt RT1), Richard Trott (B43) and Paul Dibden (Argo JM6) highlighted a bygone open chassis era on Sunday.

In Historic FF2000 Benn Simms beat Graham Fennymore on Saturday, but aggravated a shoulder injury and withdrew from Sunday's stanza. Fennymore won on the road but was penalised for overtaking the safety car before it was in the pitlane and reclassified behind Marc Mercer. Ian Pearson, third, was best of the Royale racers in pursuit of the Reynards.

"Five out of five isn't bad," beamed SpeedSport's Mike O'Brien after son Michael blitzed Historic Formula Junior to complete the team's tally aboard a Brabham BT6. Clive Richards (Lotus 22) chased hard, with slow-starting Swiss Philipp Buhofer (Lotus 27) recovering to third as dices entertained throughout the pack. Reigning champion Nic Carlton-Smith's unbeaten class run continued in his Kieft.

Delightfully, the owner of an immaculate orange Ginetta G15 in the collectors' car park alongside Brabham Straight witnessed James Dodd winning the Guards Trophy

An eclectic mix of cars took part in the Guards Trophy race at Brands

ALL PHOTOGRAPHY: GARY HAWKINS

WEEKEND WINNERS

HISTORIC F2
Races 1 & 2 Martin Stretton (March-BDG 712)

THUNDERSPORTS
Race 1 John Burton (Chevron-BDG B26)
Race 2 Warren Briggs (McLaren-Chevrolet M8E)

AURORA & GEOFF LEES TROPHY
Races 1 & 2 Michael Lyons (Eagle-Chevrolet FA74)

CLASSIC F3
Races 1 & 2 Andy Smith (March-Toyota 783)

HISTORIC FF2000
Race 1 Benn Simms (Reynard SF77)
Race 2 Marc Mercer (Reynard SF79)

HISTORIC FORMULA JUNIOR
Michael O'Brien (Brabham BT6)

GUARDS TROPHY
James Dodd (Ginetta-BMW G16)

HISTORIC F3
Races 1 & 2 Samuel Harrison (Chevron B15)

HISTORIC FF1600
Races 1 & 2 Samuel Harrison (Merlyn Mk20)

70s ROAD SPORTS
Charles Barter (Datsun 240Z)

HISTORIC ROAD SPORTS/HTC & HAWTHORN CHALLENGE
John Davison (Lotus Elan S1, below)

For full results visit: tsl-timing.com

finale in father Graeme's faithful G16, and G4Rs take the GT fight to the Lotus Elans. "There were lots of cobwebs," said Dodd Sr, having awoken the old warhorse from hibernation. When James pitted clear of early leaders Mark Dwyer (Lenham P69) and David Forsbrey (Chevron B8), Graeme left him to it.

After marshals had extinguished Richard Piper's blazing Brahma at Hawthorns under caution, Portugal's Goncalo Gomes (in the Lotus 23B started by James Claridge) pounced to rob Forsbrey of third.

A mighty V8 GT duel between Peter Thompson and John Spiers in TVR Griffiths fizzled out when the former's overheated in the pits. Giles Dawson (Elan) earned two-litre gold as triple champion John Davison's example threw a rod in qualifying.

MARCUS PYE

NO STOPPING HARRISON Rising talent Samuel Harrison added four wins to his CV at the wheel of a Merlyn Mk20 and Chevron B15 (above). In the Historic F3 opener, Jeremy Timms – driving the works B15 in which Reine Wisell won Brands' 1969 Guards International Trophy race – pursued doggedly, setting the fastest lap in the process. Only Linton Stutely (Royale RP3) offered brief opposition in the Ray Allen Trophy Historic Formula Ford races.

CAMPAGNE'S NEW CAR "I missed my old McLaren M8F, so bought another one," said Dutch V8 fanatic Michael Campagne, who entered Trojan-built chassis 8 – American Bill Cuddy's 1974 Can-Am mount – untried, for Thundersports. Engine and transmission problems in qualifying kept Campagne's mechanic busy, before he took Sunday's rolling start clutchless. Remaining in third gear, he towed David Alborough's Osella-BDG PA2 round before running out of fuel having come ninth on Saturday.

BARTER'S DATSUN BACK ON TOP Grateful that Dorset tuning legend Peter Lander of Sigma Engineering had cured an elusive carburettor air leak, restoring his Datsun 240Z's engine to peak performance, Charles Barter won Saturday's 70s Road Sports round. If Barter was wilting in the heat, the brakes on pursuers Jez Clark's Lotus Elan S4 and son Julian Barter's TVR 3000M were suffering more. John Williams's Porsche 911 SC split the pair in third.

Blazing hot action on and off the track

THRUXTON
BARC
9-10 JULY

Willis won the first Pickup race and took second in the sequel

The Pickup Truck Racing Championship provided some of the best action at a Thruxton meeting where sweltering temperatures plagued drivers and cars all weekend.

An ECU failure prior to qualifying prevented reigning champion and current points leader George Turiccki from setting a time, relegating him to the back of the grid for both 14-lap encounters.

His progress in the opener was rapid though, rising to fifth and just 2.5 seconds off the lead by half distance as he joined a train headed by Paul Tompkins. The leader had several sideways moments through the fast, sweeping bends and briefly lost the top spot to Dale Gent, who got the position on the inside of Allard at the start of lap 11.

Tompkins briefly got the spot back on the penultimate tour through Noble before going sideways again, the loss of momentum for him and Gent allowing Mark Willis to take the lead and victory. "I don't know how many times we all swapped places but that's what Pickup Truck racing is all about," said Willis.

Gent took the runner-up spot, with Turiccki third having gone around the outside of Tompkins at Campbell, which gave him the inside for Cobb on the final tour, as Reece Jones also passed Tompkins.

There was to be no repeat performance from Turiccki in the sequel because, having got into sixth, he collided with Jamie Liptrott at Cobb which sent them both spinning. Turiccki would recover to 11th, but Liptrott brought out the red flag several laps later, his truck engulfed in flames heading through Church.

Jones took the win while Willis was awarded second on countback — his machine having also slowed and caught fire on the same lap as Liptrott's — with Gent securing another podium in third.

Reigning British Truck Racing champion Ryan Smith continued his quest for a seventh consecutive title with two wins and a further two podiums aboard his Daimler across the weekend.

Poleman for both of Saturday's races, he beat title rival Stuart Oliver (Volvo VNL) home on each occasion, the second race being cut short as John Powell's DAF LF left a trail of oil on the start/finish straight.

The partially reversed-grid race three meant Smith had to climb from eighth, but he still had another victory in his sights having got into third by lap four. Despite closing a 2.5s gap to leader David Jenkins (MAN TGX) and Simon Reid (Iveco Stralis), he was unable to find a way past and had to settle for third, while Oliver was demoted from fourth to seventh after being handed a 5s track limits penalty.

Son Michael had better fortune in race four, taking the spoils in another red-flagged contest — this time for a collision in the pack — while Reid secured a second runner-up spot from Bradley Smith. The latter's namesake meanwhile endured his worst race of the weekend, a loss of power steering confining him to 10th.

Stuart Oliver looked to have secured victory in race five, a neat cutback out of the Club chicane giving him the inside line into Allard and the lead from Steven Powell (MAN TGS). But it counted for nothing as moments later a red flag for a collision in the pack meant Powell took the win on countback, with Ryan Smith third.

Wayne Rockett blasted to a double Hyundai Coupe Cup success, but had to work hard against Alistair Dendy both times in thrilling battles. A small mistake cost Dendy in the opener, and starting the final lap with just four seconds remaining in the sequel proved costly as he suddenly slowed from the lead with a loss of power.

A broken water pump on his MCR S2 prevented Sports 2000 race-one winner

Smith claimed two wins and two more rostrums in quest for another title

ALL PHOTOGRAPHY: STEVE JONES

WEEKEND WINNERS

PICKUPS
Race 1 Mark Willis
Race 2 Reece Jones

BRITISH TRUCKS
Races 1 & 2 Ryan Smith (Daimler)
Race 3 David Jenkins (MAN TGX)
Race 4 Michael Oliver (MAN)
Race 5 Steven Powell (MAN TGS)

HYUNDAI COUPE CUP
Races 1 & 2 Wayne Rockett

SPORTS 2000
Race 1 Michael Gibbins (MCR S2, below)
Race 2 Joshua Law (MCR S2n)

MG OWNERS CLUB
Races 1 & 2 Steve McDermid (MG ZR 170)

JAGUAR CHALLENGE
Races 1 & 2 Tom Robinson (Jaguar XJR6)

CLASSIC THUNDER/BOSS
Races 1 & 2 Jason Davies (Ford Sierra Cosworth)

CALM ALL PORSCHE TROPHY
Sam Callahan (Porsche Boxster)

SUPER TOURERS/PRE-'93 & PRE-'03 TOURING CARS
Race 1 Anthony Reid (Nissan Primera)
Race 2 Richard Wheeler (Nissan Primera)

PRE-'66 & PRE-'83 TOURING CARS
Race 1 Stephen Primett (Ford Escort Mk1)
Race 2 Stephen Cripps (Ford Escort Mk2 RS2000)

For full results visit: tsl-timing.com

Michael Gibbins from doubling up, the opening race cut down to just a 16-minute affair following the clean-up operation in the wake of Powell's oil spillage.

Championship leader Joshua Law (MCR S2n) initially led the full 25-minute sequel, but nearly crashed on the first lap through the Club chicane, handing the lead back to Gibbins before he retired six laps later.

Richard Johnson steadily closed on Law for the lead in the latter part of the race and was in position to attack just as a safety car was called. With only two racing laps remaining at the restart and on cold tyres, Johnson was unable to mount another challenge.

STEFAN MACKLEY

A FAMILY OUTING TO REMEMBER

The Cripps family at Thruxton: Stephen, Matthew, Andy

It was a successful outing for one family in particular at Thruxton, as father and son competed against each other for the first time.

Stephen Cripps has been a stalwart of the Classic Touring Car Racing Club for years, having first raced his Ford Escort Mk2 RS2000 in 1996. But recently he's taken a step back from racing to support 18-year-old son Matthew, who spent three years in the Junior Saloon Car Championship before graduating to the Civic Cup this season.

And at the Hampshire circuit last weekend the opportunity arose for the pair to share the track at the same time in the Super Tourers/Pre-'93/Pre-'03 races.

"It gave us the opportunity to bring both the cars. We've never been on the grid at the same time," said Cripps Sr, whose brother Andy was also competing alongside them in his BMW M3.

Despite it being his first time at Thruxton, Cripps Jr qualified 12th in his Honda Civic Type R, three places behind his uncle but second in the Pre-'03 class.

With Pre-'03 championship leader Gary Prebble not taking the start due to an engine issue on his Civic, Cripps Jr was given a golden opportunity to take the class win, which he duly did, finishing seventh overall. Further ahead, ex-British Touring Car driver Anthony Reid secured another outright win aboard his 1998 Nissan Primera in the Super Tourers class, having got the better of Richard Wheeler in the ex-David Leslie 1999 Primera.

Cripps Sr won thrilling Pre-'83 contest

Cripps Jr would double up in Sunday's sequel, beating his uncle for the second time, while at the front it was Wheeler's turn to finish ahead of team-mate Reid.

But not before father Stephen took a superb outright victory earlier in the day in arguably the most thrilling race of the weekend in the Pre-'83 category.

Initially it appeared as though Stephen Primett would secure another win, having taken the top spot in Saturday's contest when ex-British Saloon Car racer Graham 'Skid' Scarborough suffered a left-front puncture on his Ford Capri and crashed from the lead at Allard, the damage too significant to repair.

But reigning Pre-'83 champion Primett's lead lasted only one lap in the sequel as a broken rocker put the Escort Mk1 out and paved the way for a sensational five-car, race-long lead battle.

Jonathan Corker's Datsun 510 initially took up the lead and held the position until lap five of eight when Stephen Cripps was last of the late brakers into the Club chicane, elevating himself from fourth and into the lead with a stunning move.

He defended over the remaining laps to take a popular victory, with the Escorts of Mark Cholerton and Jason Christie completing the podium.

"It means an awful lot to me to win the Group 1 Pre-'83 race overall," said Cripps Sr, who had not raced his Escort this year. "But it means even more this weekend because Matthew is here, got his maiden win yesterday, so an absolutely fantastic family feeling this weekend."

STEFAN MACKLEY

Orange/O'Brien McLaren led opening race before a spin on the final lap

McLaren and Mercedes battle for GT Cup honours

OULTON PARK
MSVR
9 JULY

Greystone GT pairing Ian Campbell and Oli Webb (McLaren 720S GT3) snatched a last-lap victory in the first of two GT Cup races at Oulton Park, when race leader Michael O'Brien spun on oil at Cascades.

Simon Orange led from the start before handing his McLaren over to O'Brien, while second-placed Grahame Tilley was forced to pull off after four laps when an electrical fault drained his Mercedes-AMG GT3's battery. Steve Burgess charged from the back of the grid but vacated a clear second when his Radical RXC's gearbox broke, which allowed the RAM Racing Mercedes of Mike Price/Callum Macleod to finish third.

They were well clear of GTC class winners Jensen Lunn/Warren Gilbert (Lamborghini Super Trofeo), while Will Dendy claimed the well-supported GTH class from the similar McLaren 570S GT4 of Mark Hopton/Euan Hankey.

Orange and Price made an early break in race two, with Campbell next from Lucky Khera's Ferrari Challenge 488. Price tried everything to take the lead but pitted from second, and Macleod eventually went on to take a comfortable win from O'Brien and Webb, with the Steve Ruston/John Whitehouse McLaren fourth.

Khera/David McDonald finished fifth to win the GTC class, while sixth were dominant GTH winners James Wallis/Sam Maher-Loughnan (Porsche Cayman 718 RS).

Chris Dyer took charge of the first Porsche Club race after a brave move on Matt Kyle-Henney's similar Cayman S at Old Hall. For a while it was a five-car battle, with Simon Clark and James Caley trading

Thompson grabs a double

DONINGTON PARK
BRSCC
9-10 JULY

Lewis Thompson made it two wins out of three in the Caterham Seven UK Championship at Donington Park.

Aaron Head and James Murphy spent much of race one swapping the lead, which allowed Henry Heaton and Thompson to join the fight. Murphy led onto the final lap, but dropped to fourth as Head snatched the win ahead of Thompson and Heaton, the quartet covered by less than a second.

In race two, Luke Stevens and Head escaped after a mid-race safety car intervention, only to clash at the final chicane, leaving Head spinning. Thompson darted ahead to claim the victory spoils, with the recovering Stevens demoting Heaton and Murphy on consecutive laps to reclaim second, with Heaton third.

Head and Thompson had a race-long duel in race three, leaving the rest behind. Head just held on to take the flag first, but a 5s track-limits penalty dropped him to second behind Thompson, with brother Dale third.

Team Trojon's Charlie Bingham/Adam Willis took their maiden C1 Endurance series victory after three hours, Bingham spending much of his two-hour stint chasing Emaxmotorsport pair Jake and James Little. The Littles came second after picking up a puncture, while TOF's Stephen Glynn/John Gladman completed the podium, with Quattro Formaggio's Alistair May/Chris Parkes on the lead lap in fourth. Sandro and Luca Proietti had looked set for a podium, but a splash and dash in the closing minutes dropped them to fifth.

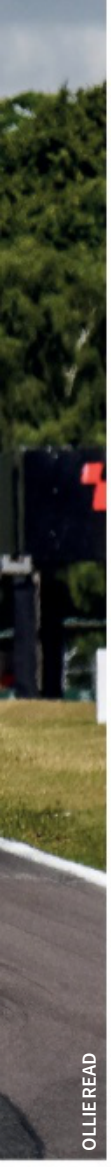
Andrew Jordan was able to make a decisive break in the first Mini Miglia race, while it was any one from five behind. A last-lap sortout went in Aaron Smith's favour, just inches ahead of Kane Astin, Jeff Smith, Rupert Deeth and Colin Peacock.

Two wins went the way of Thompson in Sevens

Jordan went from eighth to first on the opening lap to build a strong early lead in race two, but Deeth closed the gap. When Jordan missed a gear exiting the chicane a couple of laps from home, Deeth pounced and took the win, with Astin securing another third.

There was a double win for Geoff Newman in the Caterham Roadsports. He led most of race one, but had to fight back after a penultimate-lap demotion from Freddie Chiddicks, while Marc Jones took third on the final lap from Theo Theato.

Newman, Charlie Lower and Chiddicks


OLLIE READ

Clark (23) and Dyer battled in both of the Porsche Club outings
OLLIE READ

second after Kyle-Henney dropped back. Two laps from home Clark's 996 C2 was second and threatened Dyer's lead – they were split by just 0.162 seconds at the flag, with Caley and Kevin Harrison close behind. James Coleman just pipped Chris Astley in the Boxster class.

Peter Morris held off Clark from the start of race two and kept his rival at bay for three laps. With Dyer following through it became another duel to the flag, before Clark made his advantage decisive to the tune of 4s. Dyer remained a clear second, with Bill Caley just fending off a late recovery charge from Morris. Coleman topped the Boxsters again with Astley a more distant second.

For most of the first Porsche Cayman Sprint Challenge race there was little to split Charles Clark and Stephen Roberts, until Harry Foster began to close on the pair. Foster eventually ousted Roberts on lap 12 of 15. Roberts managed to retain third despite a 10s penalty for starting out of position, while Clark won.

Foster spent the whole of the second race chasing Clark again, and he found a way past on the last lap as Roberts retained third.

There was a double winner in the Focus Cup, in which Liam McGill dominated both races. In race one, Jonathan Baker and Callum Eason had fairly solitary runs as they completed the podium. In a restarted race two, McGill made it count around the outside into Knickerbrook on the opening lap, with Eason clear in second and Richard Avis just holding onto third from a closing Simon Rudd.

Tim Bates comfortably took the spoils in both 911 Challenge races, which were combined with the Boxster Cup. Peter Evans fended off Mike Thompson to take the Boxster class in both races.

PETER SCHERER

JAMES ROBERTS

A total of 40 cars took part in the three-hour C1 race
JAMES ROBERTS

went into Redgate three abreast a couple of times in race two, before Chiddicks sat back and watched his rivals. Newman just held on to take win number two, with Jones scoring a late third again after Chiddicks slowed.

Pete Walters was another double winner in the Caterham 310Rs. A strong-finishing Harry George claimed second on the penultimate lap in the opener, with Ben Lopez-Appleton a close third. With George and Jack Sales dueling for second, Walters was soon in the clear on his way to victory in race two, while Sales retook second into the chicane on the last lap.

From three abreast down the Craner Curves with a lap to go in the first Mini Se7en race, Mike Jordan emerged to take the spoils by only 0.215s from Glenn Woodbridge and Connor O'Brien. O'Brien was a dominant race-two winner, with Jordan second from the duelling Woodbridge and Ross Billison.

Both Caterham 270R races went to the wire, with Domenique Mannsperger coming out on top from Taylor O'Flanagan in race one, before O'Flanagan took the later spoils over Michael Chaplin.

PETER SCHERER

WEEKEND WINNERS

OULTON PARK

GT CUP
Race 1 Ian Campbell/Oli Webb (McLaren 720S GT3)
Race 2 Mike Price/Callum Macleod (Mercedes-AMG GT3)

PORSCHE CLUB CHAMPIONSHIP
Race 1 Chris Dyer (Cayman S)
Race 2 Simon Clark (996 C2)

PORSCHE CAYMAN SPRINT CHALLENGE
Race 1 Charles Clark
Race 2 Harry Foster

FOCUS CUP
Races 1 & 2 Liam McGill

911 CHALLENGE & BOXSTER CUP
Races 1 & 2 Tim Bates (911, below)

OLLIE READ

DONINGTON PARK

CATERHAM SEVEN UK
Race 1 Aaron Head
Races 2 & 3 Lewis Thompson

C1 ENDURANCE SERIES
Team Trojon (Charlie Bingham/Adam Willis)

MINI MIGLIA
Race 1 Andrew Jordan (below)
Race 2 Rupert Deeth

CATERHAM ROADSPORT
Races 1 & 2 Geoff Newman

CATERHAM 310R
Races 1 & 2 Pete Walters

MINI SE7EN
Race 1 Mike Jordan
Race 2 Connor O'Brien

CATERHAM 270R
Race 1 Domenique Mannsperger
Race 2 Taylor O'Flanagan

ST-XR/CIVIC CHALLENGE
Races 1 & 2 Ben Griffiths (Honda Civic Type R)

CATERHAM ACADEMY
Green Rrutuj Patki
White Ben Timmons

JAMES ROBERTS

For full results visit: tsl-timing.com

Black leads Mason and McLeish as all three took wins over the weekend

JIM MOIR

Legends entertain both ways around Knockhill circuit

KNOCKHILL
KMSC
9-10 JULY

The Knockhill Motor Sports Club's double-header meeting last weekend made use of both anti-clockwise and clockwise directions at the Fife circuit, each providing unique challenges for drivers and their machines.

The regular championships of Scottish Legends, Modsports and Super Lap Scotland were accompanied by visiting support classes, including the British Automobile Racing Club's Junior Saloon Car Championship and the Northern Saloon and Sports Car Championship.

The Scottish Legends provided plenty of drama across each race, with Ryan McLeish impressive throughout and trading victories with Stewart Black across the first five races. The most spectacular race of the weekend was the finale on Sunday, using the clockwise layout, where five cars battled bumper to bumper across numerous laps with the lead changing hands multiple times on every tour.

The pressure finally told for a couple of drivers who eventually dropped away, and it was Ben Mason who managed to gain the edge and hold on for an impressive victory, having shadowed McLeish and Black by finishing on the podium in the previous five races.

Max Hall had a mighty weekend in the Junior Saloon Championship, taking a convincing victory in Saturday's race, finishing over two seconds clear of his nearest rival Harry Hickton. But on Sunday it was Jamie Petters' turn to taste victory as he held on to first place from the hard-charging Hall by just under two tenths of a second.

Matty Cobb in his fast VW Beetle took pole on both days for the NSSCC and took a convincing win on Saturday, finishing 27s clear of Mike Williamson's Mitsubishi Lancer Evo IV.

However, in Sunday's race a lengthy safety car period and a pitstop for Cobb meant he had a handful of laps to fight his way back through the field. He nearly did, narrowly missing out to Williamson, who managed to pass the flag just three tenths ahead.

KMSC Modsports was dominated almost all weekend by Daniel Petters in his Porsche 997 GT3 as he comfortably led home Stewart Robb in three races, as not even safety cars could stop his dominance as he showed great speed and car control. But Paul Brydon made one appearance for Sunday's opening race and showed his class as he denied Petters victory in his BMW M3, winning by 14s.

In the SLS, which was the headline feature of both days, Paul Rankin set the pace on Saturday managing a 51-second lap around the anti-clockwise circuit aboard his Westfield. It was Andrew Barbour's turn on Sunday to set the ultimate lap as he managed to hold off his other rival in the Pro class, Eric Holmes in a similar Lancer Evo. Class E was the most competitive, with Robert Wilkie and Donnie Macloed sharing victories on either day.

MICHAEL GRAY

Petters managed to deny Hall in the second Junior Saloon race on Sunday

JIM MOIR

WEEKEND WINNERS

SCOTTISH LEGENDS
Races 1, 2 & 5 Ryan McLeish
Races 3 & 4 Stewart Black
Race 6 Ben Mason

JUNIOR SALOON CAR CHAMPIONSHIP
Race 1 Max Hall
Race 2 Jamie Petters

NORTHERN SALOON AND SPORTS CAR CHAMPIONSHIP
Race 1 Matty Cobb (VW Beetle)
Race 2 Mike Williamson (Mitsubishi Lancer Evo IV)

SCOTTISH MODSPORTS
Races 1, 2 & 4 Daniel Petters (Porsche 997 GT3)
Race 3 Paul Brydon (BMW M3)

SUPER LAP SCOTLAND
Final 1 Paul Rankin (Westfield)
Final 2 Andrew Barbour (Mitsubishi Lancer Evo)

For full results visit:
speedhive.mylaps.com

Redemption for Pryce on Nicky Grist

NICKY GRIST STAGES
BRC
9 JULY

Just six weeks ago Osian Pryce was hauled in front of the Jim Clark Rally stewards and excluded for not changing a puncture on his Volkswagen Polo GTI R5. But fast forward just over a month and the Welshman enjoyed the perfect redemption by being virtually untouchable on his way to victory on the Nicky Grist Stages, the third round of the British Rally Championship.

In searing heat, Pryce was on fire as he stormed to five stage wins from eight in the Welsh forests, with only four-time British champion Keith Cronin able to keep in touch.

With just 44 competitive miles on offer, there would be no margin for error, and it would be Pryce who was fastest out of the blocks on the opening Lyn Login test. Cronin retaliated on the next to bring the gap down to just 0.1s, but from then on Pryce took command, even battling a final stage puncture to claim his second BRC win of the season.

"You couldn't write this really," said Pryce at the final stage stop line. "I lost a little self-belief after the last rally so it's nice to get the job done and it's a nice milestone winning the event on my 100th rally start. You must be on it from the word go on sprint events like this and it's been yet another great battle and we have been pushing really hard.

JEP

Five stages wins helped Pryce take overall honours

"I'm really chuffed with that one, everyone has done such a great job this weekend, Noel [O'Sullivan, co-driver] especially and I've certainly enjoyed the rally in some challenging conditions; it's great to have the win."

Cronin professed to have been a little untidy in the unforgiving Welsh gravel and couldn't live with Pryce on home soil. A final stage slow puncture took the edge off his charge, finishing almost 15s in arrears, but the experienced Irishman knows that solid points are key.

Jason Pritchard enjoyed the best result of his BRC return with third in his VW Polo. Battling with James Williams's Hyundai i20 R5 for the final podium spot for much of the morning, he was able to relax a little after service thanks to Williams being forced out with suspension issues. A final stage fastest time sealed his result.

The Junior BRC battle was much less straightforward as three different leaders occupied the top spot during the course of the day, but it was a familiar name who led the pack after the opener: McRae. Australian driver Max McRae, son of 1995 BRC champion Alister, clearly has strong genes and stormed to an early lead.

But it wasn't long before Kyle White took the reins in his Peugeot 208 to lead for most of the day before two punctures in two stages allowed current JBRC leader Eamonn Kelly to steal the win on the very last stage aboard his Ford Fiesta Rally4. White did enough to take second while McRae rounded out the podium on his British gravel debut.

In the Interclub event, it was Matthew Hirst's Ford Fiesta R5 that took the spoils, securing maximum points in the BTRDA and Welsh Rally Championship to boot.

MATT COTTON

JEP

Kelly took Junior BRC top spot after problems for White late in event

RALLY RESULTS (BRC ONLY)

1 Osian Pryce/Noel O'Sullivan (Volkswagen Polo GTI R5) 45m03.4s; 2 Keith Cronin/Mikie Galvin (Polo GTI R5) +14.9; 3 Jason Pritchard/Phil Clarke (Polo GTI R5); 4 Garry Pearson/Dale Furniss (Ford Fiesta Rally2); 5 Niall McCullagh/Martin Brady (Fiesta Rally2); 6 Andy Davies/Michael Gilbey (Fiesta R5). **Junior BRC** Eamonn Kelly/Conor Mohan (Fiesta Rally4).

For full results visit:
britishrallychampionship.co.uk

Club racing reaches a national

TV SHOW
TOP GEAR
Available on BBC iPlayer

Wacky challenges, grand tours and stars in a reasonably priced car all helped to make *Top Gear* one of the BBC's most popular shows, with the combination of presenters Jeremy Clarkson, James May and Richard Hammond offering their blend of humour, irreverence and authority.

Its popularity soared and offered petrolheads a fix, and while it might not be as watched as it once was — Paddy McGuinness, Freddie Flintoff and Chris Harris now front the show — it's still a staple of Sunday evening television.

One of the appeals of the programme is that while a large portion of time is given to focusing on the more exotic and high-end-performance machines, it's not afraid to delve into the grassroots level, and what better platform is there than UK club motorsport? Clarkson, May and Hammond famously took part in the 2007 Britcar 24 Hour race alongside 'The Stig' at Silverstone, and more recently ex-England cricketer- turned-presenter Flintoff got behind the wheel of a Ginetta G55 GT4 in the GT Cup last year alongside co-host Harris.

The latest series, which has aired over the past few weeks, has made more use of the variety of club motorsport available, with the British Truck Racing Championship and Vintage Sports-Car Club receiving airtime. Episode three follows the presenting trio as they acquire their truck licences and embark on a trip to the Pembrey circuit in Wales, where upon arrival they find that their cargo is machines that compete in the BTRC.

Unsurprisingly, a race commences, with series regulars such as David Jenkins, John Newell and Adam Bint making the lives of the *Top Gear* presenters as difficult as possible. What comes across is the sheer power and speed of these machines, as well as the chaos that never seems far away — as evidenced by McGuinness bringing out a red flag on the opening lap!

Episode five, and the final of the series, is a celebration of 100 years of the BBC, which leads them to tackle motorsport 1920s-style, taking part in the VSCC's Herefordshire Trial at the wheel of Patrick Blakeney-Edwards's Invicta.

The trio, while not providing quite as many laughs as Clarkson, May and Hammond, bounce off each other well (literally, as they try to get their car up the inclines), although scripted pieces to camera at times leave a lot to be desired. Thankfully, there's more than enough to enjoy as they slip and slide their way through courses, while the impressive abilities of other competitors are also on full display.

VSCC club secretary Tania Brown said: "We are delighted that the *Top Gear* programme was able to throw a spotlight on one of the most social and fun aspects of our events programme. Trials are hugely popular and attract a great cross-section of members, young and old alike. The future of our sport relies on attracting new members and trialling is an accessible way to take part, either as a bouncer or in one of the many more budget-friendly vintage cars available.

"It is important to ensure entry-level opportunities for those interested in motorsport. Vintage cars may not seem like the obvious choice, but many of our newer and younger members find that they learn many valuable skills purchasing and maintaining cars like Austin 7s, many of

Vintage cars offer a compelling case as a motorsport entry point for younger drivers

OLIVER READ

audience

Chaos never seems too far away in truck racing

STEVE JONES

which are competitively priced against modern machinery."

Having UK championships and clubs on a programme such as *Top Gear* is no bad thing, since it allows them to showcase what they have to offer to a vast national audience, while also highlighting the sheer depth and choice available across UK club racing. As McGuinness states: "If you're part of – and I mean this with the greatest of respect – an even weirder race series than that one [trialling], let us know and we'll be right there."

STEFAN MACKLEY

AUTOSPORT F1 AND MOTORSPORT

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F1 Austrian Grand Prix review

Charles Leclerc reignited the Formula 1 title fight last weekend, beating Max Verstappen in Red Bull's back yard at the Austrian Grand Prix. Host Martyn Lee is joined by Autosport's Grand Prix Editor Alex Kalinauckas, Director of Digital Strategy Jess McFadyen and Autosport.com News Editor Megan White to cover all the weekend's major talking points.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Rally Estonia
World Rally Championship
Round 7/13
Tartu, Estonia
14-17 July
TV **Live** BT Sport 1, Thu 1830, BT Sport 2, Sat 0900, BT Sport 1, Sat 1500, Sun 0700, Sun 1200
TV **Highlights** BT Sport 2, Fri 2030, Sat 2300, BT Sport 3, Sun 1900, Red Bull TV, Fri 2000, Sat 2000, Sun 2000, ITV4, Wed 2100

Formula E
Round 8/10
New York, USA
16-17 July
TV **Live** Eurosport 2, Sat 1730, Sun 1730
Livestream on Channel 4 Sport YouTube

IndyCar Series
Round 10/16
Toronto, Canada
17 July
TV **Live** Sky Sports F1, Sun 2000

IMSA SportsCar
Round 9/12
Lime Rock, USA
16 July

NASCAR Cup Series
Round 20/36
New Hampshire, USA
17 July
TV **Live** Premier Sports 1, Sun 1930

Super Formula
Round 5/7
Fuji, Japan
17 July

UK MOTORSPORT

Silverstone VSCC
16 July
1950s GT & Production Cars, Allcomers, Austin 7s, F3 500s, Handicap, Pre-'55 Sports Cars, Pre-'66 Racing Cars, Pre-War Sports Cars, VSCC Specials

Cadwell Park SMRC
16 July
R53 Mini Cooper Cup, Scottish C1 Cup, Scottish Classics, Scottish Fiesta STs, Scottish Junior BMWs, Scottish Mini Cooper Cup

Oulton Park CTA
16 July
Civic Cup, TCR UK, Time Attack

Snetterton MSVR
16-17 July
GT Allcomers Challenge, Historic Touring Car Challenge/Tony Dron Trophy/ U2TC, HRDC (Classic Alfa Challenge, Dunlop Allstars, Jack Sears Trophy), Pall Mall Cup, Pre-War Sports Cars, RAC Woodcote Trophy/ Stirling Moss Trophy

Castle Combe CSCC
16-17 July
Classic K, Future Classics, Magnificent Sevens, Modern Classics, New Millennium, Open Series, Slicks Series, Swinging Sixties, Tin Tops, Turbo Tin Tops

Mondello Park MPSC
16-17 July
Fiesta STs, Fiesta Zetecs, Formula BOSS, Formula Vee, Future Classics, Ginetta Juniors, Irish Legends, Irish Strykers, Junior Mini Challenge, Superkarts

Silverstone CMMC
17 July
116 Trophy, Anglo-American Challenge, CMMC (Classic Challenge, Modern/GT Challenge), FISCAR, Mighty Minis, Welsh Sports and Saloons

British Hillclimb Championship
Round 9/13
Val des Terres, Guernsey
16 July

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TOP FIVE

MURENBEELD

PORSCHE GROUP C PRIVATEERS

The sale of customer cars is a key tenet of Porsche's 963 LMDh prototype programme, so here's a look back at the top privateers to race its 956 and 962 Group C/ GTP contenders

GARY WATKINS

ALL PHOTOGRAPHY
motorsport IMAGES

5 BRUN MOTORSPORT

The Swiss team run by slot machine magnate Walter Brun did in 1986 what Joest Racing never managed: it beat the factory to a world championship title. Brun prevailed in the teams' classification in that year's World Sports-Prototype Championship. It only took two world series victories with the 956/962, but was second at the 1987 Daytona 24 Hours and came within 15 minutes of repeating that at Le Mans in 1990.

4 GTI ENGINEERING/RLR

Richard Lloyd quickly came to the conclusion after getting his hands on one of the first customer 956s that he could improve on Porsche's design. A cheeky front wing helped the team to victory at Brands Hatch in 1984 before the arrival of its own honeycomb chassis designed by Nigel Stroud. Its take on the 962C went on to score WSPC wins at Brands in 1986 and then the Norisring in 1987.

3 BAYSIDE DISPOSAL RACING

Bruce Leven's Bayside Disposal squad was one of the most consistent challengers to Al Holbert Jr's eponymous quasi-works team in the Camel-sponsored IMSA GT Championship during the 962's pomp. The Seattle-based team took a total of nine victories between 1985 and 1988, but most famously it twice beat Holbert Racing to win the Sebring 12 Hours, scoring back-to-back victories in 1987 and 1988.

MURENBEELD

2 DYSON RACING

Rob Dyson's squad from Upstate New York laid the foundations to a claim to be the most successful team in US sportscar racing history with the 962. The team owner and Drake Olson won first time out in the 'old' IMSA series with their Porsche at Lime Rock in 1985. The team's final victory with the 962, then in its dotage, came at Tampa in 1990 – and there were a further 10 in between times.

MURENBEELD

1 JOEST RACING

Joest was the top Porsche privateer of the 956/962 era from its first-time-out victory ahead of the factory at Monza in 1983 to the car's final world championship win at Dijon in 1989, a triumph that gained the team de facto works status. And for good reason. It had flown the flag for Porsche at Le Mans in 1984 after the Rothmans-sponsored factory cars pulled out and then beat them on their return the following year.

FROM THE ARCHIVE

Didier Pironi threads his Ferrari 126C2 through the confines of the new chicane installed at Hockenheim for the 1982 German Grand Prix, a change that was derided by drivers, "It's bloody ridiculous – and dangerous," said Keke Rosberg, and Autosport's Nigel Roebuck: "What next? Turnstiles? Toll booths?" Pironi was electrifyingly fast in Friday practice, before on Saturday morning, unsighted in wet conditions, his car struck the rear of Alain Prost's Renault and took off at 160mph, cartwheeling three times before hitting the barrier. His injuries were so severe that they ended his Formula 1 career.

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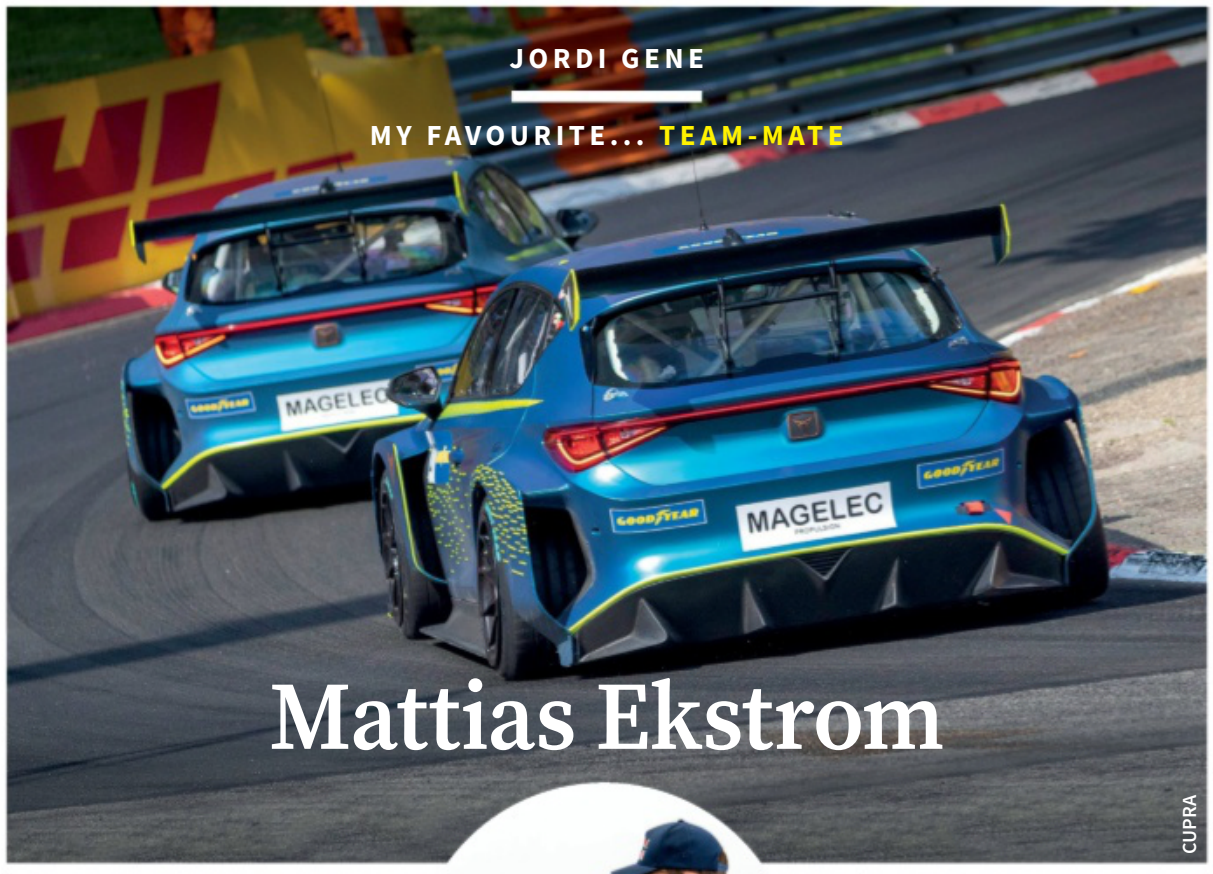

JORDI GENE

MY FAVOURITE... TEAM-MATE

Mattias Ekstrom

Mattias Ekstrom is one of the great motorsport all-rounders of the current era — look at his two DTM titles, three Race of Champions wins, his 2016 World Rallycross Championship crown, and the inaugural ETCR honours he claimed last year. His skillset is one that many drivers can learn from — even the most experienced of racers. That's the view held by Spanish veteran Jordi Gene, who singles out Ekstrom as his favourite team-mate from their current spell together in the FIA ETCR — eTouring Car World Cup.

Long-time Cupra driver Gene was in the same boat as everybody else when the new-for-2021 ETCR series kicked off at Vallelunga last June. In a world of unknowns, 51-year-old Gene quickly gained an appreciation for Ekstrom's "obsession for perfection" as they lined up together in the Zengo Motorsport team.

"To work with Mattias, it's been amazing," says Gene, who remains alongside the Swede this year as Ekstrom has taken over the operation of Cupra's ETCR efforts with his EKS team. "The capacity he has to be quick, to analyse, to work and to develop — you know when you feel that someone has something special, and Mattias has this.

"As a racing driver, it's not only how fast you can go in one lap, and Mattias is someone to really focus on why he is doing everything, how he is preparing everything, how he is mentally. I think he's a very special guy on that aspect, a lot to learn from him."

In Ekstrom, Gene recognises "a very intelligent person" who is capable of "putting all the ingredients together". His prowess in multiple disciplines therefore comes as little surprise.

"He's a guy that's always thinking," says Gene, a race winner for SEAT in every World Touring Car Championship season between 2005 and 2008. "He can be talking about football with you, but a part of his mind is always thinking about what he's going to do next time he gets into the racing car. This is very remarkable, this obsession for perfection."

JAMES NEWBOLD

IN NEXT WEEK'S ISSUE
Has Perez broken the Red Bull no2's curse?
WE TAKE A LOOK AT THE *OTHER* RED BULL WINNER
DUNBAR/MOTORSPOT IMAGES

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